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TANKFEST 2010 Show Report

Model MILITARY INTERNATIONAL

Issue 54 - October 2010
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AMERICAN MONSTER

Accurate Armour's 1:35 T28 Super Heavy Tank

LEICHTER PANZERSPAHWAGEN

Tristar's 1:35 scale Sd.Kfz. 222

A WOLF IN FRENCH CLOTHING

Revell's Mercedes Wolf converted to a Panhard VPS Special Forces

INSIDE: TRUMPETER LAV III ■ DRAGON SIG 33 ■ TRISTAR BRUMMBAR ■ T28 THINK TANK ■ AND MORE...

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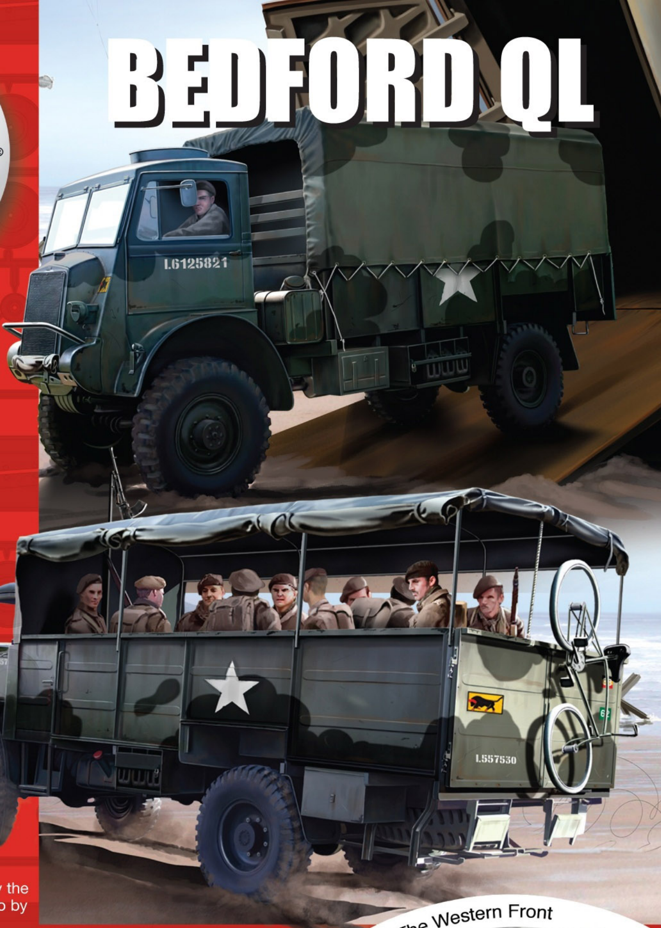
BEDFORD QL



TWO NEW SUBJECTS FOR 2010

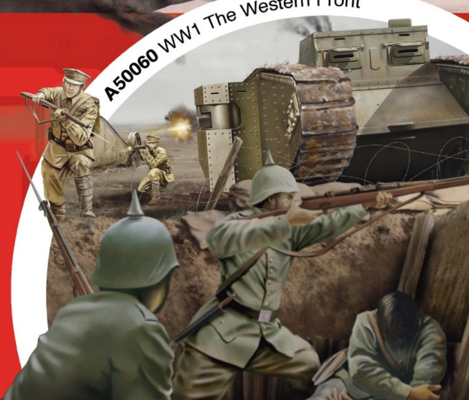
A03306
1:76 BEDFORD QL TRUCKS

The Bedford QL was in production from 1941 to 1945. Approximately 52,250 were produced in total. The troop carrier (QLT) and the general purpose cargo truck (QLD), the most numerous version in the series are both included in this set. (Figures not included)

A50060
1:76 THE WESTERN FRONT

The diaorama base is a model replica of a typical trench layout found on the Western Front. The stalemate was eventually broken by not only the courage of these soldiers, but also by the use of the new mechanised weapon - the tank.

AIRFIX
1:76 WWI WESTERN FRONT


A50060 WW1 The Western Front

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Contents - Issue 54 October 2010

Model MILITARY INTERNATIONAL

20
MARAUDER
F 31
70 4

REGULARS

p 4 NEWS
What's new in the world of military modelling

p 48 SMALL SCALE
The latest releases in 1:72 and smaller

p 52 DIARY DATES
A listing of upcoming worldwide models shows and events

p 54 FIGURES
Reviewing the latest figures to hit the market

p 55 LETTERS
Model Military International's visitors have their say

p 56 INCOMING
MMI's thoughts on the latest kits and accessories

p 58 1:48 SCALE
Luke Pitt explores 1:48 scale military models, figures and accessories.

p 60 BOOK REVIEWS
A look at the latest titles on our doorstep

p 66 LAST POST
Late breaking news and ramblings from the Editor

FEATURES

p 5 PREVIEW
Dragon Nashorn by Graham Tetley

p 6 THINK TANK
T28 SUPER HEAVY TANK by Karl Van Sweden

p 12 AMERICAN MONSTER
Accurate Armour's 1:35 scale T-28 by Jim Wechsler

p 18 CAMOUFLAGE CORNER
Research and Colour Profile by William Marshall

p 20 TANKFEST 2010
Andy Wills reports from Bovington Tank Museum

p 24 PREVIEW
ICM 1:35 scale Studebaker by Luke Pitt

p 26 A WOLF IN FRENCH CLOTHING
Brett Green converts Revell's 1:35 scale Mercedes Wolf into a Panhard VPS Special Forces

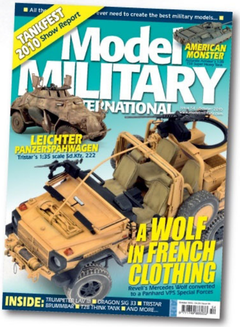
p 35 PREVIEW
Dragon Composite Sherman Firefly by Al Bowie

p 36 SD.KFZ.222
Tristar's 1:35 scale kit by Jose Brito

p 44 TECH GUIDE
Corrugated Iron in Scale by Jerry Cashman

p 46 PREVIEW
Tristar 1:35 Brummbar by Brett Green

p 50 SCALE PLANS
George Bradford's drawings of a Grille in 1:48 scale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LITTLE WILLIE
-1915-
Little Willie

LITTLE WILLIE
-1915-
I love a good
Piddle
Little Willie

Paul Goldsack of Piddle Brewery and Michael Bolton, The Tank Museum's Fundraising Manager, enjoy a couple of Little Willie Beers in front of its tank namesake.

TWO LITTLE WILLIES AND A PACKET OF CRISPS!

First came Piddle, then Silent Slasher, now the latest in a line of provocatively named beers is Little Willie.

Despite being more commonly associated with tankards than tanks, Dorset-based Piddle Brewery has joined forces with The Tank Museum to produce a beer named after one of the most important vehicles in its collection; the world's first ever tank.

Little Willie Beer is now on sale at more than 50 locations in Dorset and bringing a smile to the faces of punters across the county.

Fruity not just by name, the smooth rounded taste with hints of liquorice and toffee has already become a hit with both beer and tank fans alike.

The beer's namesake, which is proudly on display in The Museum's new Tank Story exhibition, was built in 1915 and is thought to have got its comical name from an uncomplimentary nickname for the German Imperial Crown Prince, originating in the British Press.

Fundraising Manager at The Museum Michael Bolton said: "It's been great fun working with the guys at the brewery to produce our very own beer and even more fun sampling the finished product!

"We've heard all the jokes about our tank's name but now there's a Little Willie Beer we're hoping for a whole lot more – the novelty of ordering a Little Willie is too good to resist."

Paul Goldsack at Piddle Brewery added: "We're always on the look out for an 'interestingly' named beer so when The Tank Museum approached us, it was an opportunity too good to miss."

Little Willie Beer is available from outlets across Dorset, for more information visit ***dorsetpiddlebrewery.co.uk*** or ***www.tankmuseum.org.***

WORLD of TANKS

WORLD of TANKS

WORLD OF TANKS

New Teaser and Community Sites Go Live

Wargaming.net® has announced that the World of Tanks teaser and community sites have gone live at *www.worldoftanks.com* and *http://game.worldoftanks.com* respectively.

Gamers may now visit *www.worldoftanks.com* to explore a wide variety of exclusive content including screenshots, artworks, trailers, fansite kits and tons of other game related materials as well as get access to "Tankopedia" – the ultimate resource for in-depth information on the models of fighting vehicles presented in the game.

The new community site will house the official game forums where World of Tanks fans will be able to address their questions to Wargaming.net® team, take part in contests and competitions and stay updated on all game news and community activities. The site will also become the main source of insider information unveiling the details of development process in blogs and diaries.

"The launch of the community and teaser sites reflects an important milestone in the development of World of Tanks", says Nick Katselapov, producer of the game. "We've been working hard on putting all the information and game assets together and hope these two sites will become a good platform for the upcoming closed beta test. We are going to deepen the team's cooperation with our growing community as we are looking forward to receiving direct feedback from our fans."

Join Tank MMO community at
http://game.worldoftanks.com
For more information on World of Tanks,
visit *www.worldoftanks.com*

Modelzone Opens in Birmingham City Centre

Modelzone, the UK's largest model retailer, opened four stores this July as part of their ambitious expansion plans which include 11 new outlets this year. The company currently has 32 stores and a transactional web site, www.modelzone.co.uk.

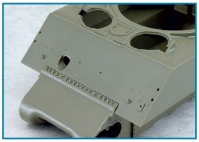
The first store opened in the centre of Birmingham and will be the company's new flagship store, occupying over 7,000 sq.feet, making it the biggest specialist model store in the UK.

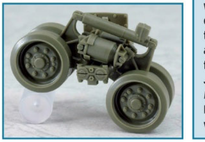
David Mordecai, Chief Executive of Modelzone said "Birmingham will be the destination store for model enthusiasts offering more choice than you can imagine under one roof; it will be our centre of excellence for display and demonstrating products of this type. With our knowledge based enthusiast team, this new flagship latest store brings together in one place over 40 years of knowledge and experience in the model market catering for both the casual shopper and dedicated collector alike".

Having recently opened in Norwich, the other stores will open in the St. Enoch's Centre, Glasgow city centre and the Highcross Centre in Leicester.

For more information on Modelzone visit www.modelzone.co.uk where you can also sign up to be the first to hear more about new stores, special offers and latest products.

NEW M4A3E8 "Easy Eight" Sherman from Tasca.





We have seen the first glimpses of the forthcoming 1:35 scale M4A3E8 "Easy Eight" Sherman from Tasca.

The Easy Eight appeared at the end of World War II equipped with newly designed wide tracks and Horizontal Volute Spring Suspension (HVSS) for improved performance.

Tasca's 1:35 scale M4A3E8 is a logical step after the recent M4A3 (76) W release.

The Easy Eight kit will feature a new hull (top and bottom) and new turret with newly-tooled T66 single pin-type tracks. This was the most common track fitted to the "Easy Eight" during the Second World War.

The kit's HVSS suspension has movable parts and workable two part individual link T66 tracks.

The modeller will have the choice of two types of 76mm gun - one with muzzle break and one without.

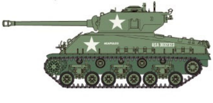
The Commander's cupola vision block will include clear parts.

Etched parts for periscope guards and light guards will be included, as will Tasca's lovely M2 machine gun, and U.S. Jerry cans.

Four marking options will be provided for northwest Europe 1944-1945.

We hope to have a full review of the kit soon after release.

In the meantime, check out Tasca's website for more images and information www.tasca-modellismo.com/english/emain.html



1:35 '39-'45 SERIES
Sd.Kfz.164 Nashorn 3 in 1
Smart Kit
DRAGON

Fourth time lucky – **Graham Tetley** takes a close look at Dragon's latest incarnation of a 1:35 scale Nashorn.

NEW NASHORN

This is Dragon's fourth attempt at a 1:35 scale Nashorn. Was it worth the 15 year wait? I think so.

First impressions of the kit are excellent and in typical Dragon style. We are presented with superb Ron Volstad artwork on the box top, and CAD images of the kit's features on the underside and sides. On opening the box you are greeted by no spare space as it is filled to brim with parts. There is no flash on the parts that I have. Turning to the instructions, you are met with a drawings of all the sprues with unused parts clearly indicated. However, after a few seconds of looking at the construction drawings I could feel a headache coming on.

You can make 3 versions from this kit (Initial, Initial Modified and Early) and all the differences in construction are there, but somewhat untidily. I wish Dragon would take a leaf out of Tamiya's instruction style.

Anyway, what you get in the box is about 80% new and different from the last Nashorn incarnation, kit 6166. The main gun sprue is identical and I can't even see any re-tooling tweaks on it, however the upper hull sprues show some major modifications. Some sprue gates are switched to give new parts, and other parts (particularly the front glacis) have been re-tooled to give better definition. The lower hull tub has also been extensively modified to give better detail around the suspension mounts.

The suspension and running gear are from the 'Smart' Panzer IV series that we have come to know and love and need no more said about them. A turned metal barrel, a small fret of etched pieces, Magic Tracks and clear parts for the periscopes & optics come on the now familiar card piece. However, the 'piece de la resistance' is the 'Razor Edge' technology applied to the fighting compartment walls, gun shield and ammo bin lids.

Using my trusty metal ruler, I make out the fighting compartment sides to be about 0.4mm wide, which scales out to 14mm on the real thing. According the Nuts & Bolts book the armour plate here was 10mm thick, so this is pretty darned good for injection moulded plastic. Please note though that the parts are not a constant thinness, they do get thicker towards the bottom of the plates but this will not be noticeable on the finished vehicle.

As for basic dimensions, the major parts scale out well and within acceptable tolerances to both the dimensions and drawings in the Nuts and Bolts book. I have no reason to believe that there are any glaring dimensional errors but nor have I measured every part. There are some things that you can get too hung up on and rivet counting isn't one of them!

So, back to the kit and a look at what immediately stands out. Firstly that metal barrel – it's long! Dragon has given us new ammunition boxes with two types of shells – one with the mounts moulded on and one without. Someone has obviously thought about this as the ones with the mounts moulded on go at the back and the plain shells with a separate plastic part for the mount go at the front. A novel feature is the two small metal springs that go at the base of the travel lock. Also included is a fabulous 'Gen 2' MG34 with ammo belts, holders and ammo boxes. Most of this goes into the spares box but it is a welcome bonus.

A small area of confusion on the instructions relates to the spare track on the front glacis. In Step 2 it is referred to a Part 'R', however there is no Part 'R' in the box. Underneath this the same sequence shows it as Part 'Y', which is one half of the Magic Tracks set. The instructions say that you need 93 links per side and the kit includes 120 so there should be plenty of spares.

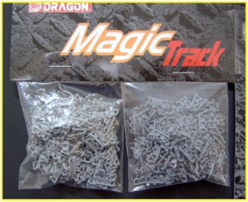
In summary, this is a superb model, crammed with fine detail and novel touches. The 'razor edge' moulding really comes into its own on this kit and, as mentioned above, it scales out well compared to published plans and dimensions.

Unreservedly recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

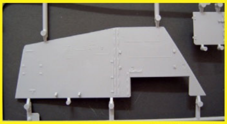
1:35 '39-'45 SERIES
Sd.Kfz.164 Nashorn 3 in 1
Smart Kit
DRAGON

The kit instructions. Note the sea of blue – these will all be unused parts for the spares box!

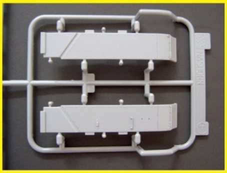


Individual magic track links are handed left and right.

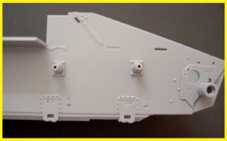
The goody bags include a long, turned metal barrel.



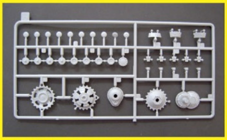
The new superstructure features remarkably thin moulding.



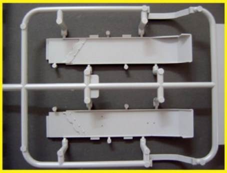
The new fenders are very impressive.



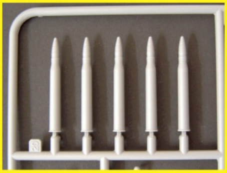
New detail has been added to the lower hull sides.



The Panzer IV suspension, or at least some of it!



Detail is even present under the fenders.



Spare shells are supplied.

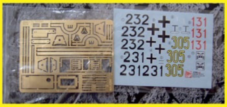
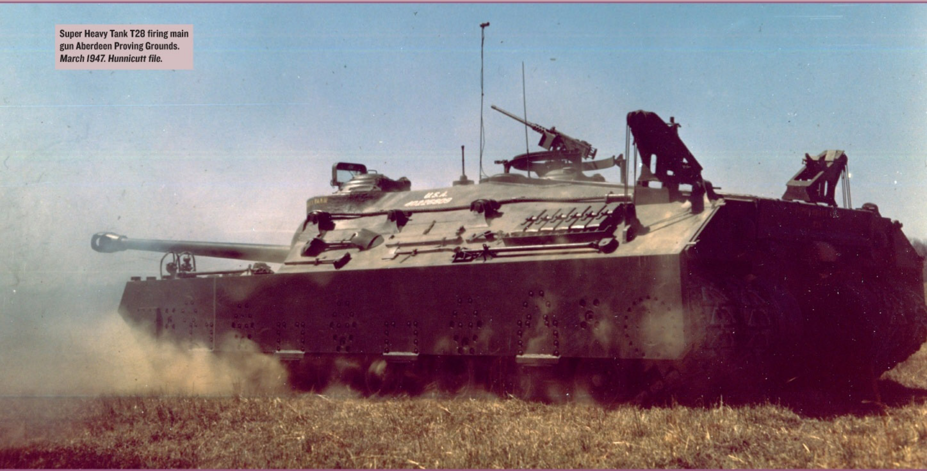


Photo-etched parts and decals.



Super Heavy Tank T28 firing main gun Aberdeen Proving Grounds. *March 1947. Hunnicutt file.*

T28 SUPER HEAVY TANK

Karl Van Sweden explores the origins and the development of the T28 Super Heavy Tank, the American answer to Germany's late war heavy Panzers.

To start, I wish to thank the staff and volunteers at the Patton museum, Ft. Knox, Kentucky for their invaluable assistance with this article. The majority of the specifics and pictures used here are from the R.P. Hunnicutt collection found in the museums Red Davis library. These include the manual "Notes on materiel gun motor carriage T95". Additional pictures provided by Don Moriarty and Chun-Lun Hsu.

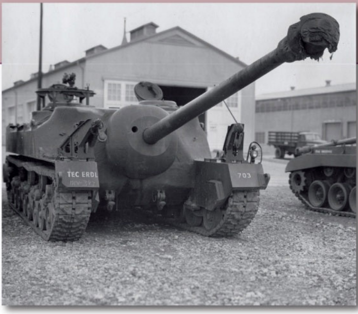
HISTORY

As the war progressed, it was decided that a heavier tank would be needed to assault the heavy defensive lines in Europe. In 1943 a new very heavy tank was proposed. This was designed to use as many mechanical components from the T23 tanks as possible. Twenty-five in total were to be built at Pacific Car & Foundry, five as pilot models the remainder production vehicles. In 1944 Army Service Forces approved the design though changed the T23's electric transmission to a mechanical type. This tank was designated as "Very Heavy Tank T28" until March of 1945 when it was changed to "105mm Gun Motor Carriage T95". In June of 1946 T95's designation was again changed, this time to "Super Heavy Tank T28" making a label prpbematic. To simplifuy things, for this article I will stick with T28.

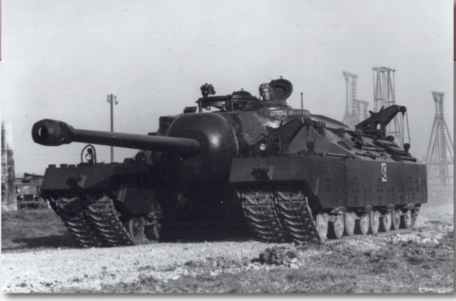
With the end of the war in 1945, the number of pilot models was reduced to two and production halted. The first pilot model was completed in September of that year. Trials took place at Aberdeen Proving Grounds, Maryland and Ft Knox, Kentucky between 1945 and 1948, these included loading and offloading from an LST in 1948. During 1947 one of the two pilots was sent to Yuma Proving Grounds where it is said to have suffered an engine fire and reported scrapped. From the pictures of the remaining pilot model we see it remained at Aberdeen until 1951, after that slipping into oblivion until 1974 when it was discovered at Ft Belvoir Virginia. 5 March 1975 it was moved to FT Knox, Kentucky and first displayed out front of Skidel hall and moved in front of the Patton museum sometime later. In January 2010, it was moved to a workshop facility on base and prepared for transport to its next destination. Moving it was a real challenge; taking staff members and volunteers most of a day to complete. Two M88 tank recovery vehicles were called in to move the T28. One was needed to remove it from its display pad to an area where it could be hooked up and taken cross-country to the workshop. To haul it there took both M88s, as one could not budge it due to its weight and the icy conditions. Once there, the outer track assemblies were removed. At this time two storage trays located in the outer track assemblies were discovered, these containing many interesting tools and spare parts. T28 with its tracks removed now sits in the parking area outside the workshop awaiting rail transport.

DESCRIPTION

T28 is a fully tracked vehicle with an all welded structure made from cast and steel plate armour. This being 12 inches thick at the front, 4 inch side plates, 2 1/2 inch sloped upper side plates, 2 inch rear plate, 1 1/2 inch roof and 1 inch thick floor, making it impervious to fire from most guns of its time. Its hull divided into two compartments. These being a fighting compartment up front with an engine compartment in the rear located behind a water tight pressure sealed bulkhead. T28 had a very low silhouette with a height of just over 9ft tall including the machine gun ring above the commander's cupola. Weighing in at an estimated 188,000 pounds loaded and being over 34 feet long and almost 15 feet wide it is a massive beast. To carry this weight required four complete sets of track assemblies. It had a ground clearance of 19 1/2 inches with an approximate ground pressure of 9.4 pounds per square inch. Both outer sets of track were removable



Front view of T28 minus outer track assemblies showing the two hydraulic winches in position for track adjustment to good effect. *APG 8 March 1951. Hunnicutt file.*



Good shot of the winches mounted for removal of left outer track assembly showing where winch blocks are attached to the outer track assemblies. Here designated as 105mm GMC T95. *APG 10 March 1946. Hunnicutt file-Notes on materiel GMC T95.*

and could be towed behind the vehicle reducing its width considerably. Its top speed was listed at 8 mph though only 6.96 mph maximum was recommended on hard roads. It could negotiate a 48.2% grade and cross a 6 foot trench and had a minimum turning radius of 28 feet.

FIGHTING COMPARTMENT AND CREW

T28 had crew of four - driver, loader, gunner, and commander - each having their own seat. The driver was located in the left front, loader around three feet behind him, gunner on the right, and the tank commander at the right rear. The main gun is centrally located in the fighting compartment. In the roof above the commander and driver were vision cupolas similar in design to those on the Pershing's but being 1 inch taller and of a more robust design. There are two escape hatches in the floor for emergencies. The Commander, gunner, and driver used similar seats with the commander's lacking the removable back rest. Loaders seat was removable while the drivers and gunners seats were adjustable front to rear on adjustable height mounts. The driver's seat has an additional mount enabling it to swing to the left about four inches allowing the main gun a wider angle of traverse. To heat the fighting compartment a radiator type heater was located on the floor to the right of the driver. A ventilator attached to the bulkhead behind the loader is used for air circulation in the fighting compartment. A carbon dioxide fixed fire extinguisher located under the commander's seat for fire protection in the engine compartment.

T28's main gun is the T5E1 105mm gun mounted in a trunnion ring allowing for simultaneous vertical and horizontal movement. It is equipped with an equilibrator assembly mounted below it to the front armour plate and can be fired either manually or electrically. A travel lock was mounted to the floor that accepted two bolts attached to the bottom of the gun. This held the gun at maximum elevation during travel. Elevation was set at a maximum of 19 1/2 degrees and it could be depressed to -5 degrees with a traverse 10 degrees either way from centre. Elevation and traverse achieved manually by two hand wheels located in front of the gunner. A site in a traversing mount located above him is attached to the gun with an adjusting rod assembly. Ammunition consisted of two pieces the projectile and a shell casing. These stored around the fighting compartment in racks and special containers.

ENGINE COMPARTMENT AND POWER PLANT

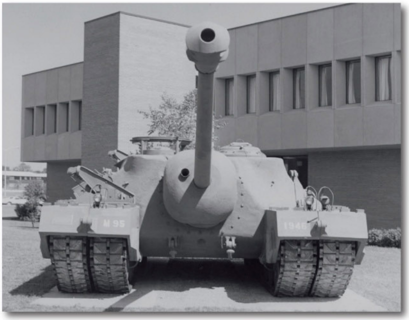
T28 used a GAF Ford V8 gasoline engine rated at 450 horsepower, 2600 rpm for power, this being part of a power plant consisting of the engine bolted to a hydromantic transmission bolted to a differential, all removable as a single unit and mounted to the tanks hull or floor with four engine mounts. Engine combustion is achieved by drawing air through two oil bath air cleaners from either the engine or fighting compartments. These are located in the fighting compartment mounted to the bulkhead. Engines exhaust run through pipes over the differential and out the rear armour plate. An auxiliary engine is used to power the tank when the engine is off having a 150 ampere, 12 volt generator mounted above it to charge the batteries. A hand primer is located in the bulkhead by the commander's station for starting in cold temperatures.

A pressure sealed, thermostatically controlled liquid type cooling system is used to keep the engine at a proper running temperature. This system contains two large radiators with built in oil coolers, four belt driven fans, and a surge tank mounted on a transverse housing able to be removed in one piece through the top of the vehicle. Removal was achieved by removing the bolted on top which contained two sets of hatches. Each set of hatches consisted of six overlapping hinged separately opened doors. Each door rested 5 inches above the top on its hinge brackets and resting pads along with the overlapping portion of the adjacent door, necessitating a distinct pattern for opening them.

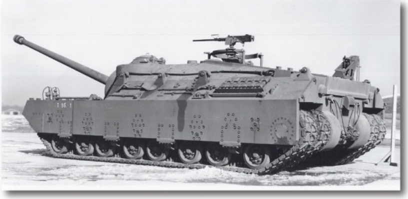
Fuel for the engine was ▶

T28 trial # TT2-491-Test loading T28 on LST 1153, showing the tank disembarking from the LST 3. *May 1948. Hunnicutt file.*

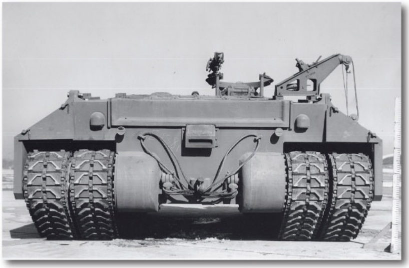
Here is how the T28 sat as found at Ft Belvoir, Virginia. *9 December 1974. Don Moriority.*



Front shot of T28 after it was first moved to FT. Knox Kentucky in 1975. Here it is on static display in front of Skidel Hall. Notice the markings of M95 on fender. ***Date unknown. Don Moriarty***



Left side rear view of T95 pilot #1 showing remaining stowage for the left side minus the winches. ***APG 23 January 1946. Hunnicutt files.***



Rear view of T95 pilot #1 showing stowage and detail of the rear armour plate. ***APG 23 January 1946. Hunnicutt files.***

contained in four fuel cells behind the bulkhead with a capacity of 434 gallons. These were divided into left and right sets, each having a vertical and a sponson tank and were able to be used separately. Flow of fuel for each set were controlled by manually operated controls located on the bulkhead in the fighting compartment. Two Filler caps were located underneath a hinged armoured cover centrally located in the roof in front of the engine compartment was used to fill them.

Steering is accomplished through two manually operated steering brake handles located in front of the driver's seat. These along with the auxiliary brake and foot throttle pedals were mounted onto a raised platform in front of the seat mount. Under this platform run a series of linkages and rods along the floor to what is called a "through the bulkhead control assembly", this located in front of the bulkhead. Hydraulic type auxiliary brakes were used with two fluid cylinders located behind the driver's seat. All linkages and hoses were placed beneath a removable protective tunnel running along the floor on the left of the fighting compartment to the bulkhead. Controlled type brakes in the differential along with the auxiliary brakes were located to either side were used to steer the tank. Auxiliary brakes were connected to the inner final drives by large universal couplings inside the engine compartment. Propulsion of the tank was provided by the inner track assembly directly driven from the differential with the outer assembly driven by the inner final drive assembly. Each of the final drive assemblies consisted of three assemblies; universal coupling, inner final drive, and outer final drive. The final drive assemblies had gears and pinion shafts connecting them to the inner and outer sprocket assemblies to drive the tracks.

A twelve and twenty four volt electrical system is used consisting of two twelve volt batteries connected in series. These mounted on a moveable platform located behind the left side of the bulkhead covered by a removable door. For access to this door, the ammo storage rack located on the sponson in front of it had to be removed. The twenty four volt system is used to power all the various instrument and lighting system while the twelve volt system is used to operate the radios. All electrical equipment is of a heavy duty water proof type. All cables were covered with synthetic rubber and impregnated with asbestos filler making them impervious to air and moisture. Conduit is used either to meet radio shielding requirements or mechanical support and protection as needed. All junction boxes are made of aluminium and all control panels are mounted using rubber pads to protect them from excessive movement.

SUSPENSION

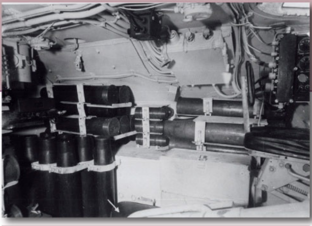
Suspension consists of two sets of two individually driven track assemblies per side called inner and outer track assemblies. Outer assembly suspension parts are mounted to a skirt and fender system with the inner assemblies mounted to the lower hull. Each of the four track assemblies feature two sprocket assembly to the rear, an adjustable idler at the front, with four suspension units and five return roller assemblies between them. Both detachable outer track assemblies attach to the sides of the tank and are held in place with five tie bar and six anchor pin assemblies.

Tracks used on T28 were twenty inches wide and consisted of one hundred links. Each link has two shoes, two shoe pins, two outer connecting links, and a central guide this served as a spacer keeping the shoes at the proper spacing. Both track shoes were pressed onto the shoe pins and held in place with rubber bushings. Each outer connecting link slipped over the outer portion of the link corresponding links pins connecting the links making up the track.

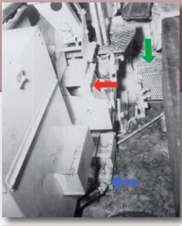
Sprocket assemblies consisted of two fourteen toothed sprockets with a central hub between them. The inner assembly connected to the final drive shaft with a coupling bolted to its outer sprocket. This coupling accepts a splined shaft that is inside the outer sprocket assembly that can be turned into the coupling that drives the outer sprocket assembly.

T28's suspension units differed from those on the HVSS Sherman tanks, lacking the mounts and the shock above the springs. Another difference was a hook cast into each, these used in conjunction with ones on the tie bars to hold the suspension in the raised position during removal and installation of the outer track assemblies. Each unit consists of two arms having an axle with two rubber tyred bogies attached to either side, the hook located outside the axle. Between the two arms are two horizontal suspension springs resting against cast yokes held in place by seat pins that run through them and seats rests cast into the arms.

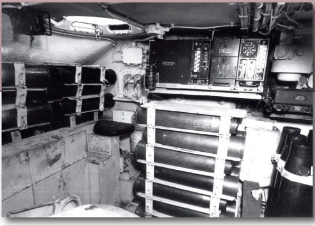
Tie bars used to attach the outer track assemblies to the tank consisted of two parts called inner and outer sections. Outer sections were longer and hollow all the way through and the inner threaded inside to accept tie bar rods these being threaded at one end. The rods are inserted through the skirts connecting the track assemblies to the lower hull. Inner tie bar sections use a pin type mount attached to the lower hull enabling front to rear movement while the outer sections use bolt on mounts. Front and rear tie bars use smaller 4 bolt mounts; the remainder using 6 bolt mounts all attached to the inside of the skirts. Front and rear tie bars also differed by having a single hook cast into each section while the remaining three having two hooks



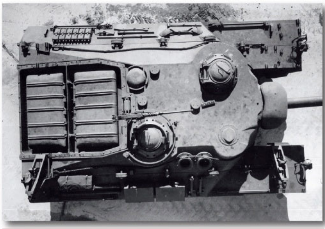
Interior view showing the ventilator and one dome to the top rear, one 105mm casing rack on sponson, loaders seat center bottom, 105mm projectile rack on sponson above this and internal communications box, power control box, dome light. At the front is one more 105mm casing rack on sponson and left of control panel at top. Note drivers seat mount with 14 round 105mm projectile storage box behind it. *APG 16 October 1946. Hunnicutt files.*



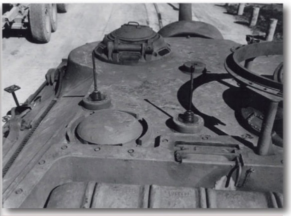
The floor of the driver's station with green arrow pointing to the heater, red arrow pointing to the moveable driver's seat mount shown in the extreme right position, blue arrow pointing to the hydraulic brakes fluid containers. *APG 1 May 1946. Hunnicutt files.*



Tank commander's position fully loaded. To his left is the SRC-528 radio, 105mm casing rack below radio, left of radio ventilator at top, AN-VRC-3 radio centre, air cleaner and 105mm casing rack bottom. To his right two more 105 mm casing racks on sponson, and two more 14 round 105mm projectile storage boxes below these. Under his seat is the cover for the fixed fire extinguishers and other storage boxes. *APG 16 October 1946. Hunnicutt files.*



Top view of T95 pilot #1 showing all the storage in place along with the doors over engine and the roof. Note to the mounts for the different winch positions on the fenders. *APG 23 January 1946. Hunnicutt files.*



Close up of top from rear of T95 pilot #1 showing the cover for the ventilator, fuel inlet cover at centre, and antennas for both radios to good effect. Note the height of the all round vision cupola. *APG 11 April 1946. Hunnicutt files.*

per section.

Anchor pin assemblies consist of lugs cast into both the upper hull and outer track located one on front and rear fenders with four along the top of the sloped portions of hull and skirts assemblies. Conically shaped pins slid through these, with wedges driven through each pin holding them in place. The second and fourth lugs from the rear having lifting hooks cast into them.

Each of the two adjustable idler assemblies consist of two rubber tyred wheels with a hub in between and mounted separately to an eccentric hub, inner to the lower hull and outer to the skirt. Track adjustment achieved when idlers are pulled forward through these eccentric mounts.

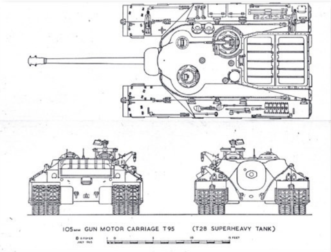
Three double rollers and two single rollers support the upper run of the track, the single rollers contacting only the inner shoe of the tracks. The double rollers were evenly spaced between the idlers and sprocket assemblies with the single rollers placed between the outer double rollers and either the idler or sprocket assembly.

OUTER TRACK ASSEMBLIES

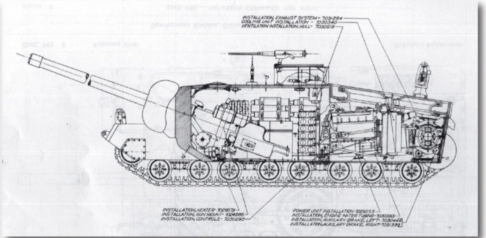
Each outer track assembly weighed in at an estimated 30,000 pounds, with armour 4 inches thick and a complete suspension attached. Two manually operated hydraulic winches were used to lift and to tighten the tracks. These were attached to the inner and outer fenders and side of the tank with bolts slid through welded on mounting lugs. Each fender was fitted with lugs for track tension adjustment situated at a slight angle so the winches faced to the front. Both inner fenders and upper hulls sloping side armour having lugs attached for lifting the outer track assemblies and situated so the winches faced these assemblies. Inside each of the outer track assemblies are storage trays located above the track inside the sloped portion and pulled out of the rear. These mounted on rollers with a metal cover to keep contents from fowling them when pulled out.

REMOVAL, INSTALLATION, AND TOWING

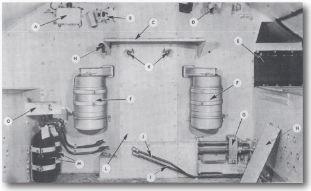
Removal of the outer track assemblies requires a minimum area of 100 feet in length by 30 ft in width, and must be done on as level ground as possible. Both removal and installation needed to follow a distinct sequence consisting of these steps starting with the right assembly.
1. Hydraulic winches are attached to their mounts.
2. Wooden blocks are set behind the first and third set of bogies and the tank backed up so these are on the blocks and suspension tie links used to hold the bogies in the raised position. These are placed onto the hooks on the tie bars and suspension arms using a longer tie link for the front ones and shorter ones for the remainder. 3. Outer cover for the final drive is removed, shaft locking nut is loosened, and the shaft is unscrewed as far as it will go pulling out the pinion shaft from the universal coupling.
4. Track is raised up to the suspension units using the track shoe suspension assemblies, these spaced between every other road wheel allowing the outer skirt to be sprung free without the track dragging.
5. Five centre tie bolts are removed along with the keys and pins from the four centre anchor lugs along the top of the skirts, leaving the outer two until later. To support the removed assembly two sprags are prepared for attachment to the outer track skirt. These are shown in pictures included in the article.
6. Winches are connected to the outer skirts and these are lifted and the outer two anchor lugs removed. The skirts track drives are now sprung free with a pry bar, the track assembly will now stand up ▶



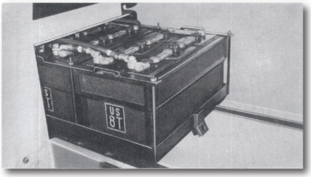
Drawing of top front and rear of T28 by D.P.Dyer 1965. *Hunnicutt files.*


INSTALLATION, EXHAUST SYSTEM - 7031264
COOLING UNIT INSTALLATION - 7030340
VENTILATION INSTALLATION, HULL - 7030519
INSTALLATION, HEATER - 7029679
INSTALLATION, GUN MOUNT - 7024586
INSTALLATION, CONTROLS - 7030293
POWER UNIT INSTALLATION - 7029253
INSTALLATION, ENGINE WATER TUBING - 7030393
INSTALLATION, AUXILARY BRAKE, LEFT - 7030444
INSTALLATION, AUXILARY BRAKE, RIGHT - 7031336

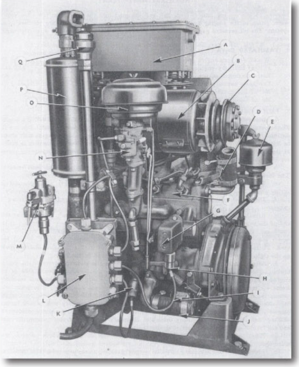
Cut away drawing of left side of T28 showing internal parts to include ammunition storage along with location of heater and main guns travel lock. *February 1946. Hunnicutt files-Notes on materiel GMC T95.*



Bulkhead showing parts a. radio terminal box b. auxiliary engine control box c. SRC-528 radio equipment stand d. ventilator mounts e. batteries (stowed) f. air cleaners g. thru bulkhead controls h. battery compartment cover (removed) i. and j. heater inlet outlet tubes k. fuel shut off control handles l. access panel to engine compartment m. fixed fire extinguisher assembly n. primer o. commanders seat mount. *February 1946. Hunnicutt files- Notes on materiel GMC T95.*



Batteries on their tray are shown partially removed from their storage area. Note the two runners shown at left in picture left that the tray rolled on. *February 1946. Hunnicutt files- Notes on materiel GMC T95.*



Auxiliary engine showing details to include the generator mounted to the top with it regulator box above this. *February 1946. Hunnicutt files- Notes on materiel GMC T95.*

and the sprags can be set to hold it in this position.
7. Winches are disconnected from the skirt, cables slack taken up, and both are moved to the other side of the tank.

To remove the left track assembly the tank is moved to about three feet behind the outside rear of the right skirt track assembly.

1. Track shoe suspension assemblies are removed from the right track assembly and two spacers are attached to the outside of this over the holes for the first and third tie bolts.
2. Drive sprocket cover is removed and the pinion shaft unscrewed as on the right assembly.
3. First tie bolt is removed and the vehicle pulled forward to the rear sprag.
4, Remove rear sprag, pull the vehicle up to the next tie bolt, remove this, and continue sequence until front sprag is reached.
5. Place track driving spool between the track assemblies about 8 feet from the front to keep the tops at the proper spacing.
6. Remove last sprag and pull tank up so assemblies line up.
7. Track connecting fixtures are run through the first and last Tie bar assembly and held in place with pins tying the outer track assemblies together.
8. Top of the outer track assemblies are tied together with a front and rear track connecting fixtures. Front connecting fixture having clevises added to the out sides with the rear one having driving hooks added again to the outside.
9. Lift assembly and remove as before.
10. Attach steering spool to the drive sprockets on both sides of the outer track assemblies.

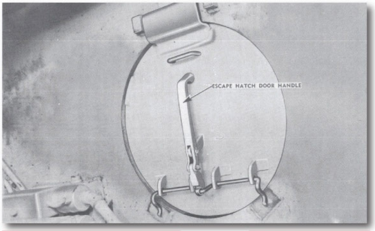
Towing these was accomplished by tying the outer track assemblies to the vehicle with two cables. While towing the tracks the vehicle is kept in first or second gear at a speed that does not exceed 3 mph. Two crew members are required to steer the outer tracks through turns with ropes attached to drive hooks and run over the track driving spools one crewman per side.

Installation again requires following a set sequence:

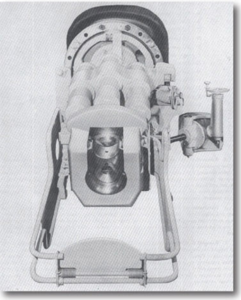
1. Remove towing cables, back vehicle into position behind the left outer track assembly.
2. Remove steering parts from left assembly and pull tank up to rear of outer assemblies.
3. Install track shoe suspensions.
4. Attach winches and lift left track assembly, remove hooks and work connecting fixture out of rear fender holes, pull tank forward so anchor holes line up, place driving spool between tank and track assembly, attach track fixtures, and pull top of left track assembly to vehicle
5. Insert anchor pins and wedges.
6. Back tank up; add front sprag to right track assembly, and install rear tie bolt to left.
7. Remove spool, back tank up add second sprag to right assembly, and install remaining tie bolts and anchor pins to left.
8. Block up bogies, remove the track suspension tie links, engage the drive sprocket by turning in its shaft, and replace cover.
9. Remove upper and lower spacers from right track assembly, manoeuvre tank as close to this as possible and add track shoe suspension links. 10. Mount winches, lift and align track assembly, pull track tight to vehicle using track fixtures, and install anchor lugs and tie bolts.
10. Engage drive sprocket as mentioned above. 11. Block up bogies and remove suspension tie links and lastly stow equipment.

INTERNAL STOWAGE AND EQUIPMENT

Crew equipment consist of the following; 1-45 calibre submachine gun, 3-30 calibre carbines, 1 grenade launcher, 12 hand grenades, 50 calibre machine gun, 50 calibre parts box, 4 canteens, 2 five gallon water cans, 2 days rations for four men, 3 flashlights, 1 box containing spare flashlight batteries, asbestos mittens, electrical box, first aide kit, signal flags, 6 signal flares, 3 cases of carbine clips, 1 case of sub machine gun clips, and one hand held fire extinguisher. Ammunition carried is 660 rounds for the 50 calibre, 235 rounds for 30 calibre carbines, and 185 rounds for the 45 calibre sub machine gun. For the main gun there were 62 rounds of 105mm ammunition, a parts box, and gunner's quadrant in box. After trials the shell cases stowed was cut to 58 due to interference of these in the right sponson centre rack with those in the rear rack. There were a total of eight storage racks with three additional storage lockers holding 14 105mm projectiles each. For internal communication there were two interphone control boxes mounted on the roof, one between the



Left escape hatch located underneath the removable loaders seat. This is very similar to the ones used on the T26 and Pershing tanks. *February 1946. Hunnicutt files- Notes on materiel GMC T95.*



105mm main gun, mount, recoil shield, and controls from the rear. *February 1946. Hunnicutt files-Notes on materiel GMC T95.*

commander and gunner the other between the loader and driver. For external communication two radios were mounted to the bulkhead. Radios used for communication were the SCR-528 on a centrally located shelf and an AN/VRC-3 mounted below the ventilator on the left side of the bulkhead.

Remainder of the internal storage was held in the trays located in the outer track assemblies. In the left tray parts for the main gun including 1 bore brush, 1wiper ring, 5 staff sections, 1 cleaner and unloading rammer, 1 loading rammer. Other items stowed here are 1 lubricating gun with flexible extension, 1 inspection lamp, 1 wedge nut, 1 end connector, and 1 wedge.

EXTERNAL STORAGE

Stowed on the left side of the outer hull was one moveable hydraulic winch, track towing spacer, camouflage net, 6 track shoes, 1 axe, 1 crow bar, 1 mattock handle, 1 mattock head, 2 short handled shovels, and one sledge. On the right side 1 moveable hydraulic winch, 1 track towing spacer, 2 storage boxes, 2 track towing brake spools, 1 tarpaulin, 2 track connecting fixtures, and 1 first aide kit. All external stowage is connected to the vehicle with brackets and tied downs with straps to secure them to the vehicle.

CONCLUSION

The T28 seems to have been doomed from the beginning, its limitations outweighing its advantages. Its thick armour and new 105mm gun making it able to confront any land target of its time being its major advantages. Its biggest limitations being the weight of the armour along with the underpowered engine reducing its speed to a crawl and its massive size making manoeuvrability and transport a nightmare. This said it is still a magnificent piece of history and deserves a place of honour. ■

SOURCES

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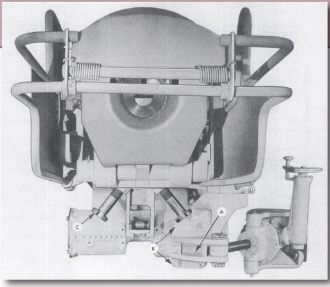
British and American tanks of WW II...Peter Chamberlain and Chris Ellis.

T 28 Super Heavy Tank.... Wikipedia, the free encyclopedia.

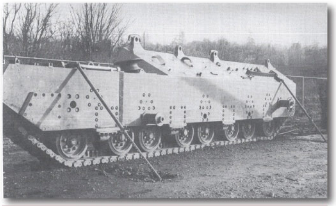
Don Moriarty.

Chun –Lun Hsu.

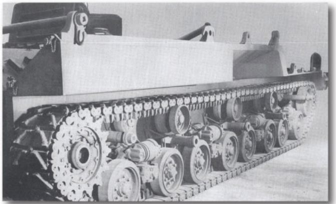
With special thanks to Chun and Don for their pictures and extra help.



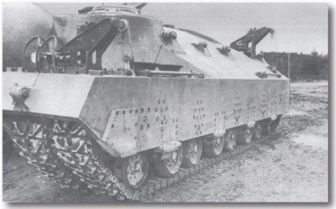
105mm main gun from rear showing the two bolts attached to the bottom of the gun for travel lock .The lock itself mounted to the floor below these. *February 1946. Hunnicutt files-Notes on materiel GMC T95.*



This picture shows the left outer track assembly after it has been removed. The two sprags are shown in place along with the lower spacers. The drive spool (also used as top spacer during removal and installation) sitting on top of the fender just before sloped side armour plate. *February 1946. Hunnicutt files-Notes on materiel GMC T95.*



Inner view of left outer track assembly in travel mode showing suspension details along with the connecting rod in place with driving rope loops at the rear top. Driving spool is not attached at this time showing the drive spleen in the pulled back position. This is moveable to a point and slips into a coupling attached to the inner drive sprocket which propels the outer track run. *February 1946. Hunnicutt files-Notes on materiel GMC T95.*



View showing winches attached to outer track assemblies ready for removal. Note sprag in stored position on outer track fender behind the front winch. *February 1946. Hunnicutt files-notes on materiel GMC T95.*

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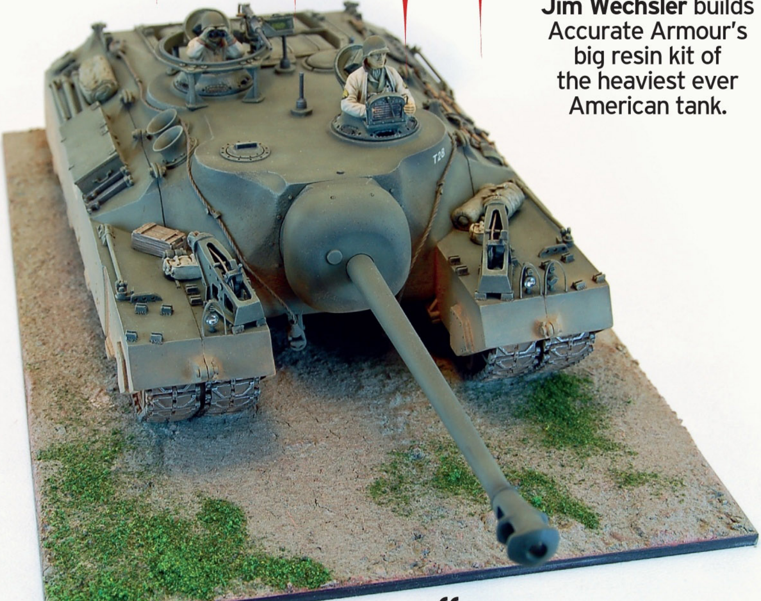
AMERICAN MONSTER

Jim Wechsler builds Accurate Armour's big resin kit of the heaviest ever American tank.



"AN EYE-CATCHING MONSTER OF A MODEL..."

If you thought that the Germans were the only ones experimenting with super heavy tanks, think again. Both the United States and Britain produced super heavy tank prototypes during World War Two.

If you thought the M1 Abrams, at about 70 tons, is the heaviest American tank, again, think again. The T28 Super Heavy Tank, developed to help the U.S. forces punch through the formidable defences of the German Siegfried Line holds that honour. Weighing in at 95 tons, it is the heaviest tank developed by the U.S.

The T28 never went into production mainly because the Germans never fully defended the Siegfried line and the Allies were able to punch through without it. However, the T28 did go through field testing and by all accounts it was a successful design. With a low silhouette, extremely thick frontal armour, and a mammoth 105mm cannon this lumbering beast was intended to take on the fortifications on the Siegfried line and punch holes right into them while being able to withstand their return fire.

ACCURATE ARMOUR'S 1:35 SCALE T28

You have to hand it to Accurate Armour for being willing to bring out a kit of this esoteric vehicle. They must get a really good deal on resin because this beast sure uses a lot of it. The kit itself, though mainly resin, actually contains and pretty good amount of white metal parts as well as a small photoetched sheet and some nice braided wire for the tow cable. When you get it in the mail, be sure to lift with your legs, not your back! Okay, it's not that heavy, but you can't help but notice the weight.

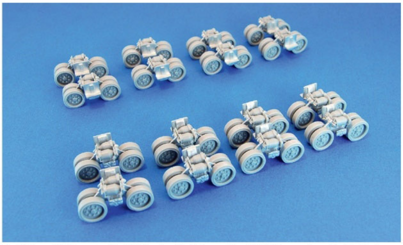
The T28 is a unique design consisting of 4 tracks (2 per side) with the outer tracks, suspension, and housing designed to be detached and towed behind the tank when it is not in combat. This allowed the tank to use more roads and railways. Accurate Armour designed their kit so you can build it in either the combat mode or the transport mode. Cool.

As interesting as it is to show the tank towing the outer tanks, I just couldn't help but want to build it with all four tanks mounted. It looks so unusual and futuristic. The nice bonus of doing this is that you can leave off the upper track runs and a lot of the suspension parts since they are totally hidden.

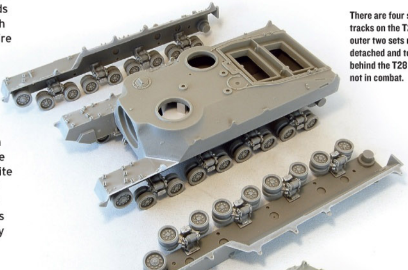
SUSPENSION AND TRACKS

But that doesn't mean there aren't a lot of suspension parts. The T28 uses 16 Sherman style HVSS bogies. That's two and two-thirds Sherman's worth of bogies! Each bogie has 4 road wheels so you're still looking at 64 road wheels for the bogies plus 8 more for the idlers. Plain and simple, 72 road wheels and 16 bogies take a long time to clean up. The main bogie rocker arms and supports are in white metal. At first I was a little worried about them being in white metal but I now realize that the advantage is that you can bend these parts slightly to get things lined up. It turns out that's a key requirement.

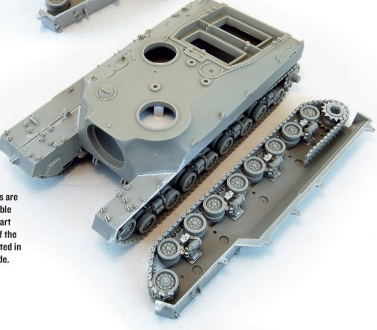
Once I had assembled all 16 bogies, I mounted them to the hull and outer housings. Not surprisingly, they didn't line up straight or level. This is the reality of working with resin and white metal. In a more traditional kit - you will typically see some variation from resin parts and this is usually rather straightforward to correct. But the T28 has so darned many wheels and bogies that this problem actually ends up pretty significant. I was able to get the wheels straightened and pretty level by bending them, then I ran them lightly on a piece of sand paper. This made a very small flat spot on a few of them but also got all 64 of them to touch the surface. I made sure to avoid doing this much on the outer wheels since they are the only ones visible. Then ▶



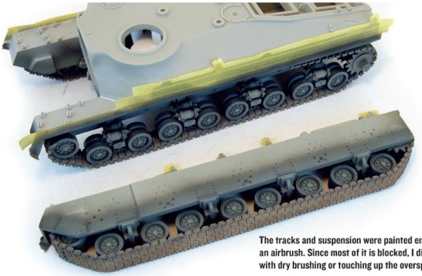
The T28 used 16 Sherman style HVSS bogies. That's two and two thirds Sherman's worth of bogies!



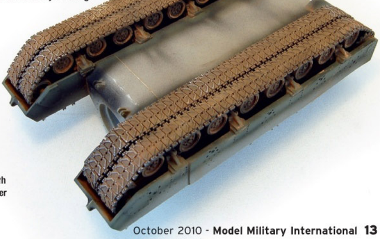
There are four sets of tracks on the T28. The outer two sets may be detached and towed behind the T28 when not in combat.



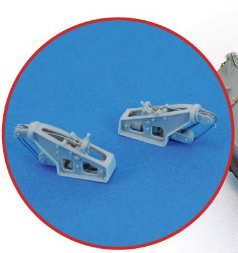
The resin tracks are tough to assemble but the upper part can be left off if the vehicle is depicted in the combat mode.



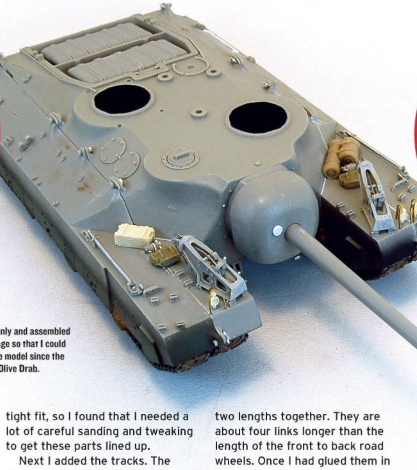
The tracks and suspension were painted entyrely with an airbrush. Since most of it is blocked, I didn't bother with dry brushing or touching up the overspray.



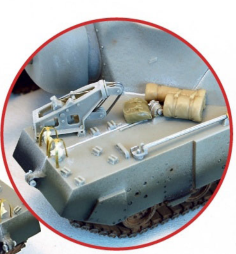
The references photos show the usual dust build up so the tracks and suspension were given a heavy coat of pigments and some metal dry brushing.



The T28 carries two cranes to assist with detaching the outer track housings. These are complex parts with solder wire for the cable.



The main gun was cast cleanly and assembled easily. I added a little stowage so that I could later add some colour to the model since the T28 was painted in overall Olive Drab.



I used the Formations headlight since they are designed for use with te excellent MV lenses. The photoetch comes with the kit and was very easy to bend into shape.

I went back and lightly sanded the wheels back to a rounded surface. It's not perfect but it should be pretty invisible once the tracks are on and everything is painted and weathered.

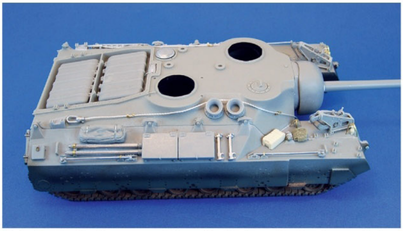
While I was doing all this, I was tweaking and adjusting the fit of the outer housing to the main hull. The outer housings had warped a bit so I had to use a hair dryer to get them back to about the right shape. I also found that I needed to add a small shim to the front fenders to close the gap. The photos of the T28 show a pretty tight fit, so I found that I needed a lot of careful sanding and tweaking to get these parts lined up.

Next I added the tracks. The tracks come in link and length and are right and left handed. The instructions tell you to put the side where the pour block is located facing inward towards each other so they aren't as visible. There are enough track parts to make four complete loops but since I was mounting the outer housings, there was no reason to make the upper run as it is completely hidden. I started by cleaning up and gluing two lengths together. They are about four links longer than the length of the front to back road wheels. Once I had glued them in place, I sat the model in hot water and bent the links to conform to the front and back road wheels. That worked great. Then I used the links to extend up to and around the front idler. I needed 8 links per track for a total of 32 links just for the front part of the tracks. Each link required a good amount of clean up to get it off the pour block, etc. so I was pretty overwhelmed when I realized I had need another 40 links to get around the sprockets at the back.

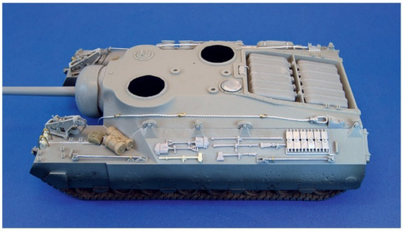
I came up with a new plan. Unlike the front idlers, which I had to mount to the housings and hull, I did not have to mount the sprockets ahead of time. Instead of using the individual links, I used the remaining lengths of tracks that were intended for the upper run. I put them in position with the last link of the bottom track run and then glued them to one spot on the sprockets. Once the glue dried, I pulled off the sprocket and used a hair dryer to heat up the length of track and wrap it around the sprocket. This worked great and saved a ton of time.

Then I started test fitting the outer housings to the hull. Again I had to make some adjustments to make sure all of the tracks were lined up vertically and the bottoms all sat flat. Much to my shock I found that the outer tracks were a little longer than the inner one! This looked really awkward and had to be fixed. Thankfully I was able to break loose the sprocket mount on the outer housing and then push it forward about 2 mm to get the right length. I had found this problem before I had permanently mounted the sprockets so I was able to readjust the track fit and this problem was solved.

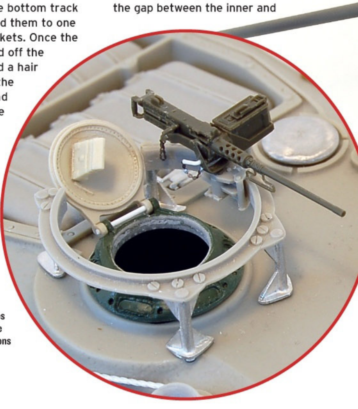
Lastly, I did some extensive and delicate sanding of the track end connectors that face each other. What was pretty obvious is that the gap between the inner and



The details on the right side are pretty straightforward and the photoetch brackets that come with the kit are a nice addition



I replaced the tools with the super nice resin set from Formations.



The .50 cal machine gun was replaced with a super detailed one from Tasca. The cupola hatches and front wind screen are resin parts from Formations

outer tracks must be perfectly straight and the same width or else your eye can see it immediately. The only solution I could come up with was to go back and forth, link by link and sand the edge until everything was lined up. It took a long time but the results are worth it.

With the suspension and tracks assembled it was time to paint them. Since nearly all of the suspension is not visible, I could have simply painted it Olive Drab but I did a little more just to be sure. I started out by painting everything in Flat Black, then I panel faded with Olive Drab and again with Faded Olive Drab. I did my best to not paint the tyres but some overspray was inevitable. Then I airbrushed the tracks using Model Master Raw Sienna which I've found to be a good representation of the dirty and rusty look tracks get when in use. I was careful while painting around the road wheels but, again, overspray was inevitable.

Normally I would go back and touch up where the overspray occurred and then do a little dry brushing. However, this time I tried something different. I have noticed that after weathering much of the colour distinction blends out anyway so this time I went straight to adding a 'dusting' using thinned Tamiya Buff. I then gave the whole area a wash using thinner Raw Umber oil paint.

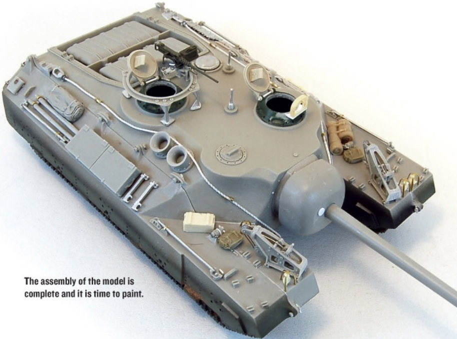
Once dry, I gave all of the suspension and tracks a heavy covering of MIG Pigments European Dirt and then rubbed most of it off using my fingers. I then dry brushed the wheel hub and sprockets using Flat Black to give them a little highlighting where the dirt would have rubbed off.

I first drybrushed the tracks using Model Master Metalizer Dark Anodonic Grey and then drybrushed just the chevrons with Model Master Metalizer Aluminum. Well I have to admit that the final results are pretty similar to the look I get using my normal methods that have more steps. I will probably use this method a lot more since it's very quick.

VEHICLE ASSEMBLY

With the tracks and suspension painted, it was time for the moment of truth. I glued the outer tracks and housings to the main hull. I had to do this with the hull sitting on a flat surface and then sliding the outer track toward it to make sure all four tracks were flat on the ground. I was relieved that the test fitting I had done worked for the most part. But still, I needed a few rounds with the hair dryer to get everything lined up.

Now I turned to the rest of the kit. The biggest item left to add is the gun. Accurate Armour provides the gun barrel as a single part mounted on a huge resin ball. I was super excited to see that it was completely straight and round so I needed no clean up. The muzzle brake is cast metal that only needed the mould seams cleaned up and then I was able to mount the whole gun assembly. Boy does the model look cool now.

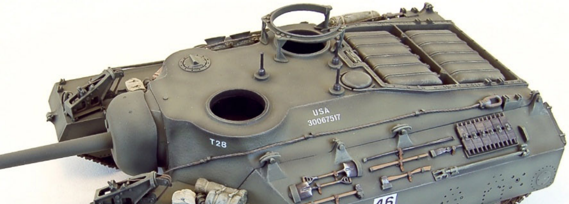

The assembly of the model is complete and it is time to paint.

The remaining items are the various details around the hull. The most notable are the two cranes used for attaching/detaching the outer tracks. These are a complex series of parts and with the crane cable being sold wire. There is quite a lot of clean up and putty work to get them assembled but the result is pretty cool.

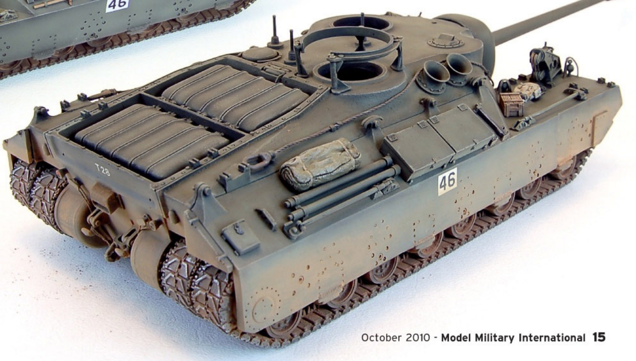
With the cranes assembled, I glued them to the front, inner fenders. The photos of the T28 actually show them mounted in many different locations but I liked this position so I stuck with it. Outboard of the cranes are the headlights. The Accurate Armour parts are fine but I used a nice set from Formations since they are designed to use MV Lenses and that gives them a great look. The photoetched light guards come with the T28 kit and I found them very easy to bend to the correct shape.

On the outer edge of the tank are supports for the outer tracks which are extended when they are detached. I also added a little bit of stowage since the T28 is painted in overall Olive Drab and I wanted to add a little colour.

I continued adding details on both sides of the model. On the right side most of the details are pretty simple and well done. But one important note is that Accurate Armour doesn't indicate the placement of the tow circular parts on the main hull. These ▶



The T28 is monolithic Olive Drab so I used panel fading to try to break up the overall green colour.



Unfortunately, the T28 did not enter service so the test vehicles only got a little weathered during field trials. I kept the weathering to dust build up since they were rarely out on deployment for more than a few days.

> **"Plain and simple, 72 road wheels and 16 bogies take a long time to clean up..."**

The most eye catching feature of the figures is their Buff coloured jackets. This added a little more colour to break up the green of the T28.

are used when the outer tracks are removed and stowed in this position when in combat mode. The kit has a nice set of plates and nuts underneath and I think that is the way the surviving prototype looks today. But the photos of the vehicle in testing show them mounted and they are included in the kit so why not use them? In addition. I used some lead foil to make the straps on the pack and also some Tiger Models resin tie downs so the pack looks like it's properly stowed.

On the left side I replaced the pioneer tools with the resin set sold by Formations. These are super detailed and simple to use. The kit parts are showing their age and this is an easy swap out.

The top details are highlighted by the two cupolas and the .50 cal MG on a ring mount. The cupolas are a taller version of those used on late model Shermans. Accurate Armour correctly represents this roughly 2mm increase in height. But I did replace the white metal hatches with better detailed resin ones from Formations.

I also replaced the M2 .50 cal machine gun with a nice one from Tasca. It is sitting right on top and in plain view so I wanted the best I could find. With these last items added, the construction is now complete and it's time to paint.

PAINTING AND WEATHERING

Well, considering the T28 is an American prototype, it is probably no surprise that's its painted Olive Drab. The challenge for me was to figure out how to paint such a big vehicle in overall Olive Drab without it looking boring.

I started out by painting the model in Flat Black. Then I panel faded with Model Master Enamel Olive Drab and again with Model Master Enamel Faded Olive Drab. This helped to give the paint some colour variety. Once dry, I added the few markings and then dry brushed with Model Master Enamel Afrika Dunkelgrau which is a tan-grey combination that is a good compliment for dark green.

Lastly, I turned to painting the details. In all honesty, the odds are that the tools were in Olive Drab but I took a leap and painted them in natural metal and wood. I painted the tow cables and crane cables in Model Master Enamel Raw Sienna and dry brushed them with Model Master Metaliser Dark Anodonic Grey. Thankfully, I had thrown on a few packs which I painted in Khaki, Buff, and the box in Dark Tan. That helps to add a lot of colour.

Since the T28 didn't enter service, I decided to limit the weathering to dust build up that occurred during field trails. Most of this was done by spraying thinned Tamiya Buff acrylic paint repeatedly over the bottom and sides of the tank.

Once dry, I added some MIG Pigments European Dust to complete the weathering.

FIGURES

I really wanted to add a couple figures to highlight the enormous size of the T28. Plus, by having them wear the Buff coloured jackets, I could add a little more colour to the model.

The tank commander who is looking the through binoculars is from the Tamiya Sherman models. The other one is a 'Frankenstein' of Verlinden parts.

GROUNDWORK

I decided to keep the groundwork simple since the vehicle was only out on field trials. The base is just a sheet of styrene covered with dirt from my backyard that was mixed with a wall repair product called 'Presto Patch', some white glue and water. Mostly I wanted to have the imprints of four tank tracks behind the model!

CONCLUSION

Wow, what a big project. The nature of the T28 requires a very large amount of suspension work and that is very time consuming but the reward is an eye-catching monster of a model. ■

Modelspec

Accurate Armour 1:35 T28 Super Heavy Tank
Kit No. K098

Accessories used

Formations Sherman Pioneer Tools (F018)
Formations Late Sherman Vision Cupola (F073)
Formations Sherman Headlights with Lenses(F050)
Formations Sherman Pioneer Tools (F018)

Paints used

Testor Model Master Enamels: 1749 Flat Black, 2008 Raw Sienna, 2050 Olive Drab, 2051 Faded Olive Drab, 2103 Afrika Dunkelgrau.
Testor Model Master Metalizer: Dark Anodised Gray, Aluminum.
Tamiya Acrylic: XF-57 Buff.
Winsor and Newton oil paint: Raw Umber.
Weathering Products: Mig Pigments European Dust.

References

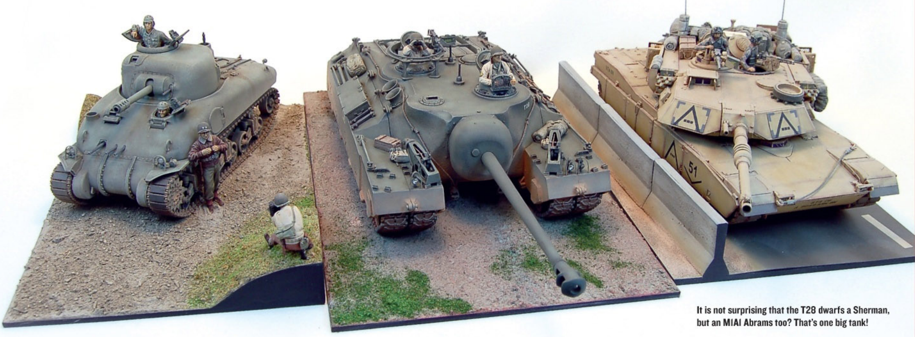
Photos supplied by Karl Van Sweden and used in the 'Think Tank' article in this issue of MMI!

✓ Accurate and impressive kit.
✗ Time consuming and complex in places; tedious wheel cleanup and tough to assemble the tracks.

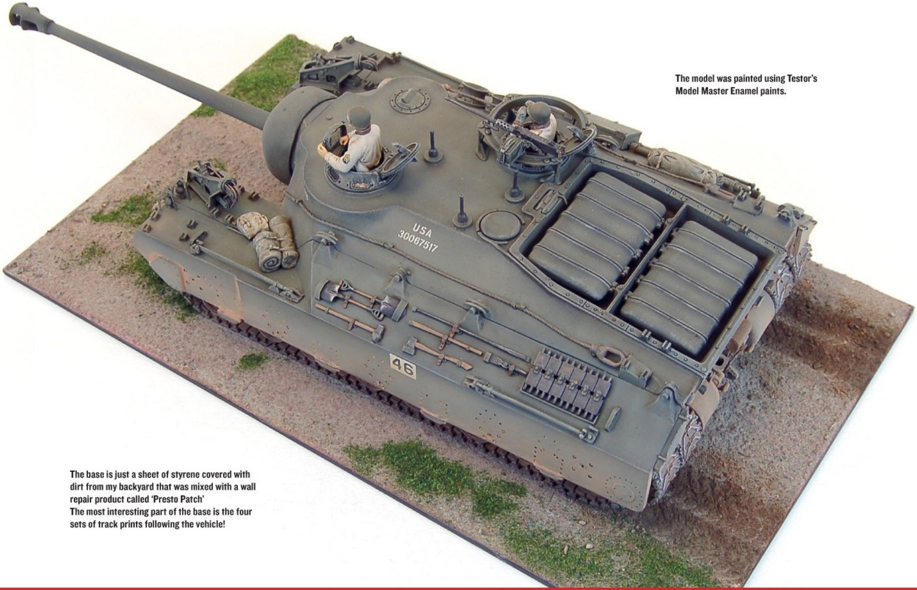
Available from

www.accurate-armour.com

Rating ●●●●●●●●○○

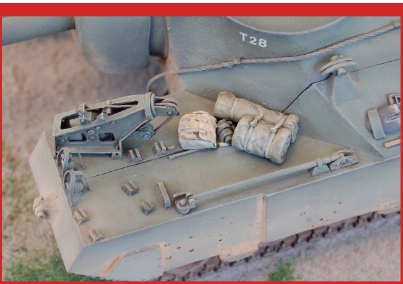


It is not surprising that the T28 dwarfs a Sherman, but an MIAI Abrams too? That's one big tank!



The model was painted using Testor's Model Master Enamel paints.

The base is just a sheet of styrene covered with dirt from my backyard that was mixed with a wall repair product called 'Presto Patch'
The most interesting part of the base is the four sets of track prints following the vehicle!



Packs and tools emphasise the width of the double-sized fenders.

This figure is made up from many different Verlinden components.

The tank commander is from Tamiya's Sherman model.

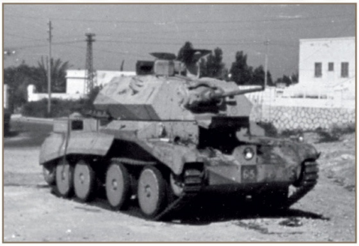
The outer track sections could be removed and towed when the tank was not engaged in combat.

STANDARD CAMOUFLAGE COLOURS FOR MIDDLE EAST

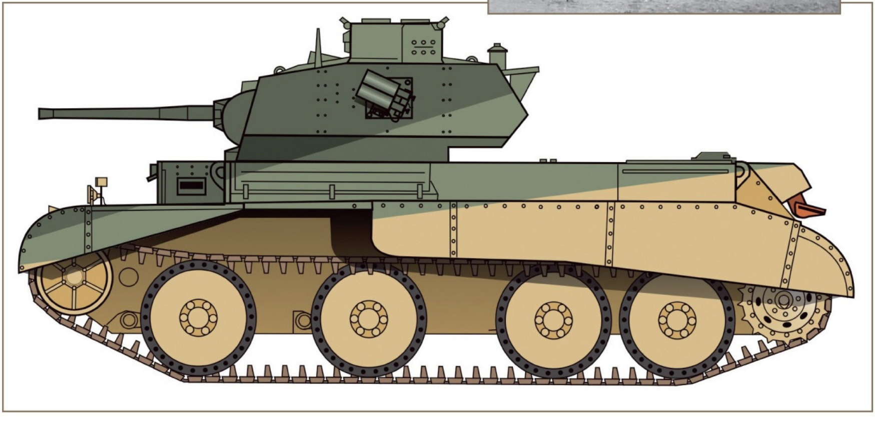
PART SIX - CRUISER TANK (A13)

William Marshall continues his analysis of an important source document describing the contentious camouflage colours used by British and Commonwealth military vehicles during the WWII campaign for the Middle East and North Africa. In Part Six, William describes the application of Caunter camouflage to the Cruiser Tank (A13) in the Middle East.

The A13 made use of the Christie type suspension, giving it significant speed and overall good performance. One unit issued with these tanks was the 5th Royal Tank Regiment. The Cruiser tank was camouflaged in the Caunter scheme and there are many photos showing them in this finish. ■



(Top right) An A13 showing the classic Caunter scheme. This vehicle also has the Arm of Service marking of 65.
(Right) A damaged or broken down A13, abandoned and being inspected by a German soldier.
(Below) A left side profile of the A13 in the Caunter scheme. Variations exist so photos of specific vehicles should be checked.



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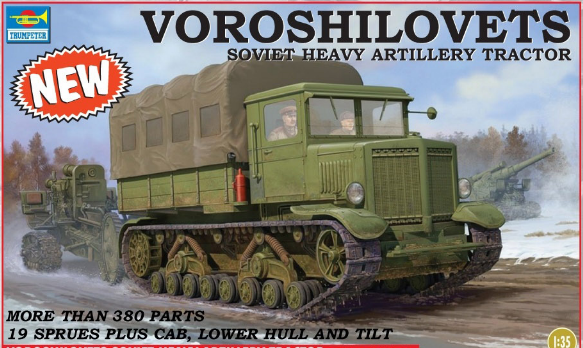
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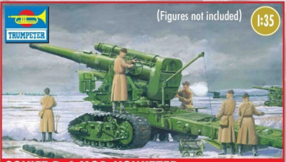
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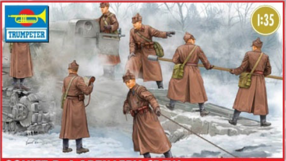
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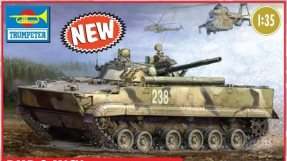
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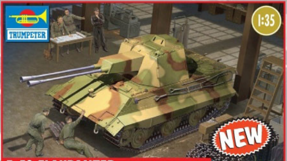
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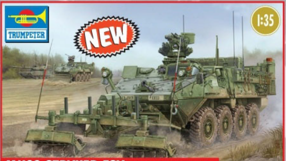
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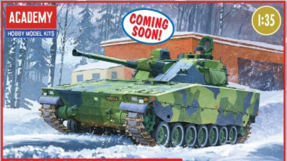
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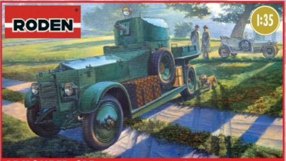

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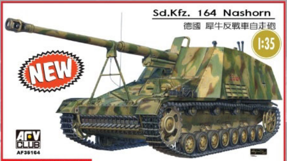
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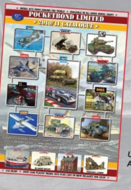
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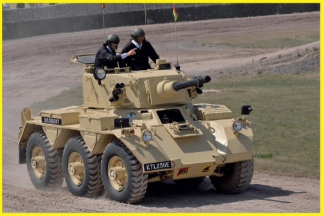
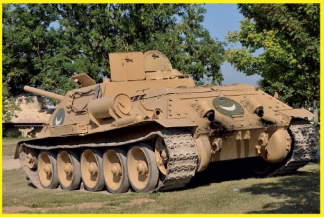
ARMOUR UNDER SUNNY SKIES

The Stuart is put through its paces on the circuit at Bovington.



Saladin armoured car.



The lineage of the Su-100 is unmistakable from every angle.

Andrew Wills attends The Tank Museum's annual celebration of all things tracked and armoured, Tankfest 2010.

The Bovington Tank Museum held its annual Tankfest show on the 26 & 27 June 2010.

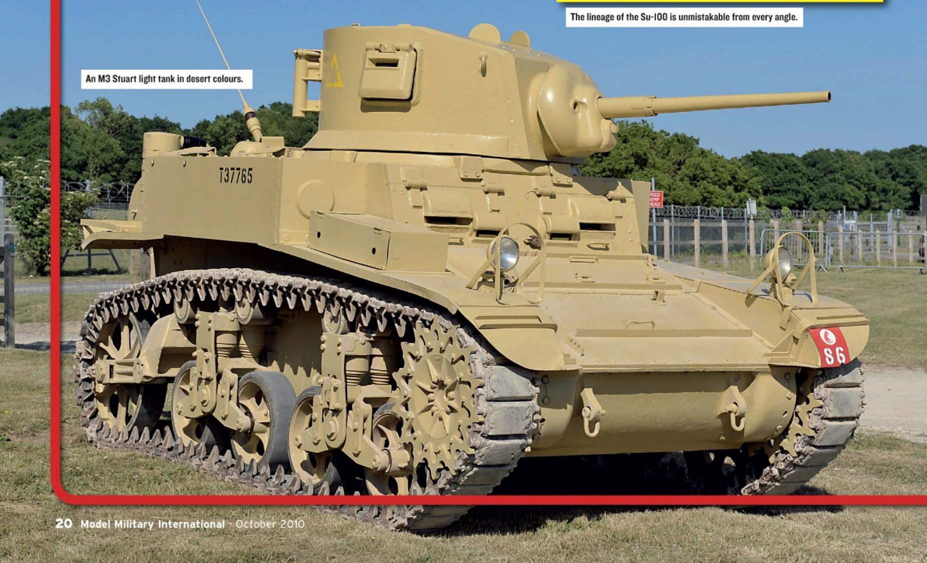
The show this year was held in glorious summer weather and was very well attended on the Saturday, with Sunday being a lot quieter due to England's World Cup game against Germany. This was a shame, as there was a presentation ceremony on the Sunday by the Kuwait ambassador to hand over the official £1.5m donation to the Duke of Kent, in his role as the museums patron, in recognition of the part played by the British army in the liberation of Kuwait in 1991.

Unlike previous years, there was no particular theme this time. This did, however, help to make for a bit more variety in the range of vehicles on display. The Tiger tank did not run this year as it had done in the previous Tankfest shows but was on static display in a large marquee. The fact that it was missing its engine might explain why it stayed put! In the Tiger's place was an unofficial star of the show in the form of the SDKFZ Foundation's Jagdpanther. The Jagdpanther appeared on both days, although it needed a lot of hard work by the SDKFZ support team to keep it running, which was much appreciated by the crowd and the photographers on the press mound.

Every Tankfest attracts vehicles from independent collectors to supplement the museum's vast range of vehicles meaning that there is enough variety each year to make it worthwhile going again and again.

It just remains to say what a good job the staff and friends of Bovington did that everything went by without a hitch.

So until next year, here are some photographs to give you a feel for Tankfest 2010. ■



An M3 Stuart light tank in desert colours.

M60AI RISE

Trojan Combat Engineering Vehicle in current British Army service.

Just hanging around in an ex-Canadian MII3.

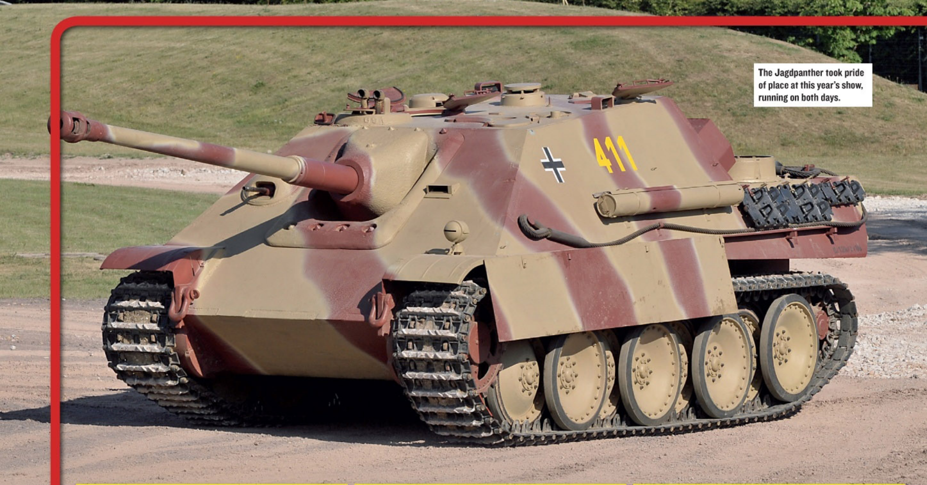
The Khalid is a Jordanian tank based on a late-production Chieftain.

The T-59, with its big I05mm gun.

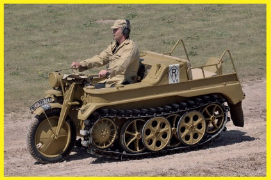
The IVECO LMV (Light Multirole Vehicle) is a 4WD tactical vehicle just entering British service.

The legendary T-34 – the Soviet "Universal Tank". This is the T-34/85 variant.

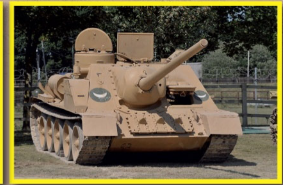
An MTLBU being put through its paces on the circuit.



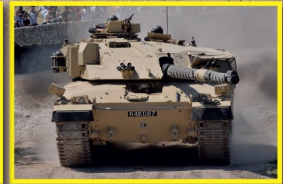
The Jagdpanther took pride of place at this year's show, running on both days.



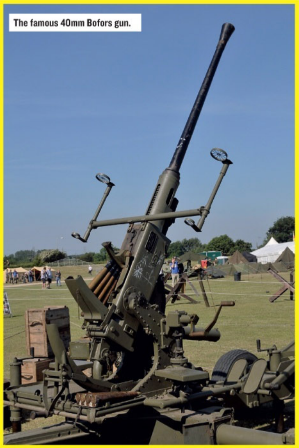
From the sublime to the ridiculous – the tiny Kettenkraftrad is dwarfed by the Jagdpanter.



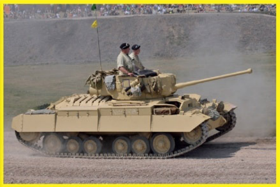
The deadly 100mm gun delivered a very effective and low profile tank destroyer based on the chassis of the T-34.



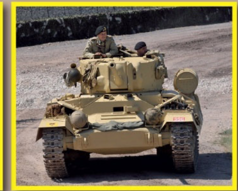
Challenger I – a Desert Storm veteran.



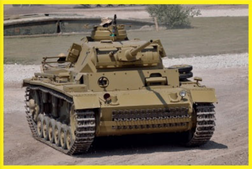
The famous 40mm Bofors gun.



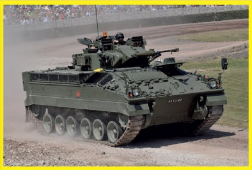
A Valentine Mk.X



The Valentine Mk.X featured a larger turret than earlier variants, carrying three crew members.



The Panzer III Ausf. L



Warrior on the move.

The more recent sibling – the Challenger 2

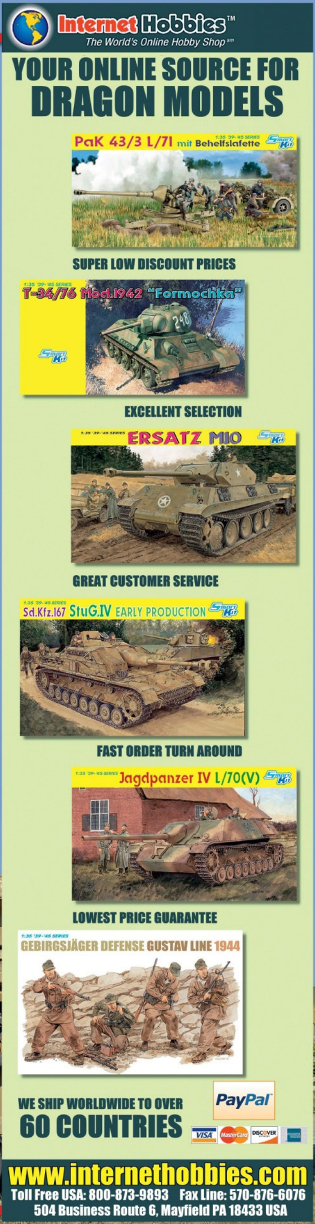
MARAUDER
76 4
The turretless Daimler Dingo, subject of an excellent recent release from MiniArt.

Centurion Mk.3

Cougar in profile.

The Tiger was not running this year, but it was still an imposing presence as a static display.

This example is finished in desert tan.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MODEL KIT No. 35514
ICM
Studebaker US6 U4
WWII Army Truck
1:35

Luke Pitt reviews ICM's latest take on the Studebaker US6 6x6 cargo truck.

LEND-LEASE LOOKER

The Studebaker US6 was, in my view, the best-looking truck design of World War II.

From all accounts it was a better truck than its contemporary, the GMC "Jimmy", but it was more expensive to produce. This, combined with a drive for standardisation, resulted in most of the production being used for the Lend–Lease component of the war effort. The truck gave a good account of itself in Russia and to a lesser degree in Great Britain. It could also, however, be found in various forms on the Red Ball express routes in Europe. The cab with its distinctive windscreen slope gave it a sporty look. This, and the front mudguard have been rendered well by ICM.

This kit has been released before but had one main flaw - the centred tread pattern on the original release was totally incorrect. It is pleasing to report in this new release the tread pattern is now offset and correct.

This new kit represents the standard early model 6x6 hard top cargo truck. The kit features 210 parts moulded in light grey plastic, 6 in clear plastic and a decal and instruction sheet. The standard of moulding is quite good. Detail on the parts is very fine but substantial mould seams were evident on some parts. However, removal of these should not present a problem for 95% of modellers. The main chassis is broken down in longitudinal beams joined together by five cross members. This is a little complicated in my view, but it nevertheless works well and produces a good result when assembled. The main drive train, on the other hand, is moulded as a single part that includes all three axles, drive shafts and differentials. The rim and hub detail is well done with the tyre sidewalls having fine "Firestone" embossing on them. As mentioned, the tyres now have the correct offset tread pattern and are commendably thin. The back of the wheel is fully blanked off, however, which is not entirely correct.

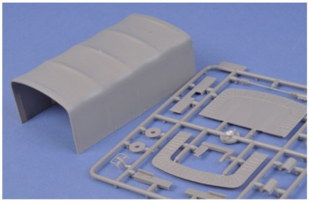
The distinctive cab shape is made up from several parts and is quite well done although the rear embossed shape is a little light in its representation so care will be needed when assembling the top of the cab to the rear. The driver's foot pedals are hexagonal pedal shape and while correct, it should be noted that some of the earlier models had a round pedal shape. The steering wheel is noteworthy, as it has the correct kink in the four spokes as well as finger grips on the underside of the wheel itself. The dashboard and instrument cluster is a good representation that includes a separate decal for the dial faces. The clear windshield is a separate part that allows you to model this opened or closed (if you so desire). The front grille is moulded in plastic resulting in the guards being a little too thick. The two fenders are moulded as separate parts and have the distinctive square profile. A full Hercules JXD 6-cylinder engine and radiator is included that provides most of the basic parts such as separate head, manifold with carburettor. Overall, the engine detail is quite good but the addition of smaller details would greatly enhance its appearance.

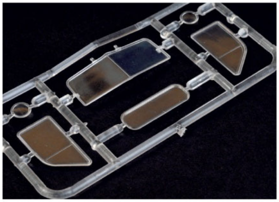
The large rear cargo tray is simple but well done and consists of a floor and four separate side panels. They have very well defined details as well as additional inner bench seats that can be modelled in the raised or lowered position. Added to the tray are the five canvas cover tilt frames that can be stowed behind the cab or fitted to the tray uprights The final addition to this release is a plastic tarp that consists of one main "u" shaped moulding into which the end pieces of the tarp are glued. The result is a tarp that is better than one might expect, with the ends featuring well-detailed creases.

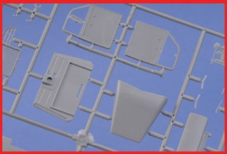
A small decal sheet rounds out this release with Russian Czech and Polish examples.

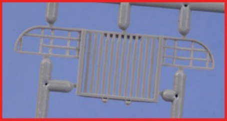
This is a good kit and well worth purchasing. ■

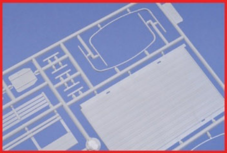
Thanks to Creative Models Limited for the sample
www.creativemodels.co.uk

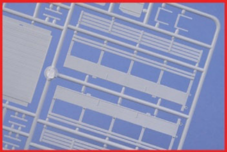

The full tilt is also new in this boxing. It is particularly well done, and includes authentic creases on the end panels.

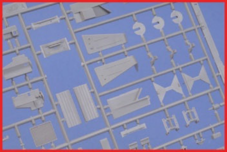

The clear sprue is thin and free from distortion.

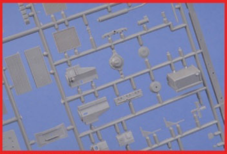

The cab includes separate doors that may be posed open or closed.

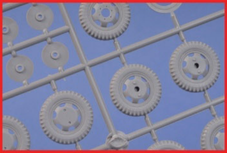

The front grillework is a little thick due to its plastic construction.


The cargo tray features woodgrain texture on its slats.


The side cargo panels have very well defined details as well as additional inner bench seats that can be modelled in the raised or lowered position.


Moulding quality is of the first order.


A full Hercules JXD 6-cylinder engine and radiator is included.


The wheels are new for this release, and feature the correct tread pattern.

eduard

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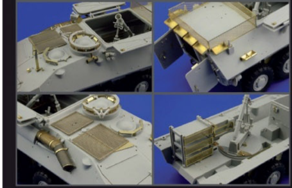
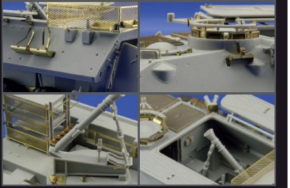
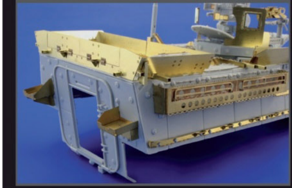


36100 LAV Mortar Carrier 1/35 (Trumpeter)

36100 LAV Mortar Carrier 1/35 (Trumpeter)



36133 M-1127 blast panels 1/35 (Trumpeter)



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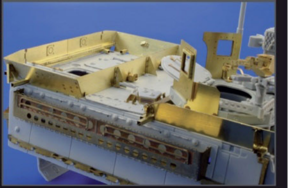
36133 M-1127 blast panels 1/35 (Trumpeter)



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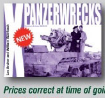

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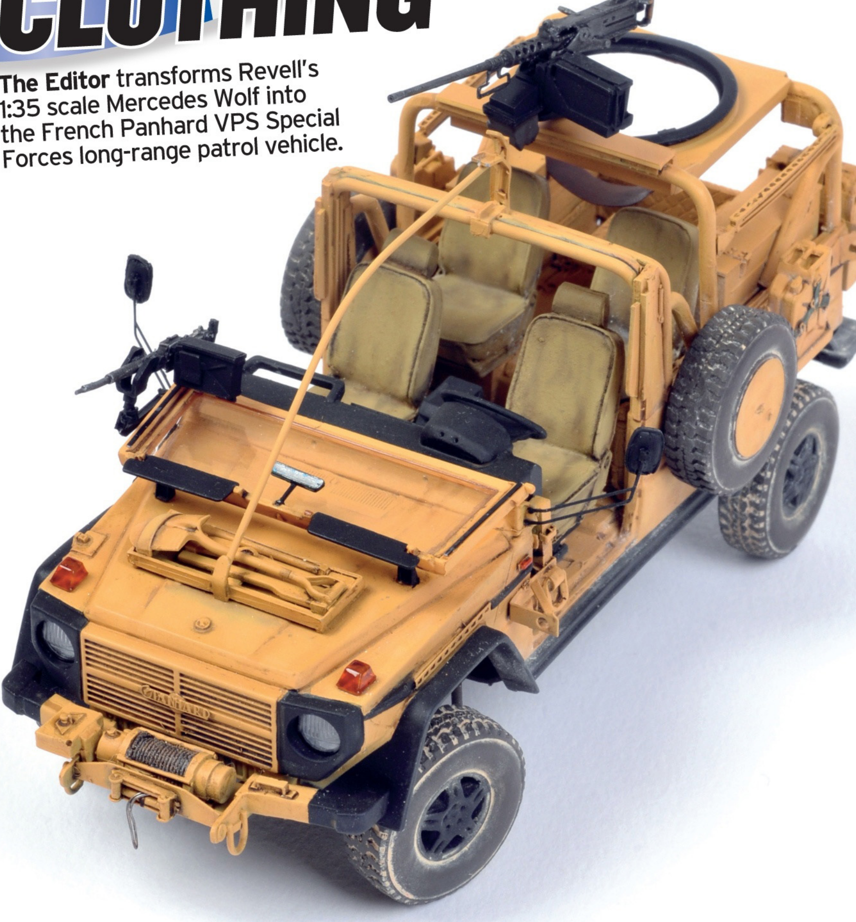
A WOLF IN FRENCH CLOTHING

The Editor transforms Revell's 1:35 scale Mercedes Wolf into the French Panhard VPS Special Forces long-range patrol vehicle.



The French Special Operations Command awarded a contract for a long-range patrol vehicle to Panhard in 2005. Panhard's competitors for the contract were SNAA and Land Rover.

The contract called for a four person crew and 1,000 kg capacity for the vehicle. The basic crew of the VPS is two - the driver (front left) and Commander (front right), with the rear crew compartment configurable for payload or an additional one or two crew members.

Based on the long wheelbase Mercedes G "Wolf" chassis, the Panhard VPS boasts a range of 800 km and is extremely durable.

An armoured pan fitted under the centre of the body offers some protection against mines and improvised explosive devices.

The Panhard VPS is fitted with a ring mount for a 12.7 mm (.50 cal) heavy machine gun and a front-mount for a 7.62 mm light machine gun where required.

A 115 kw turbocharged diesel engine delivers a top speed of 120 km/h and acceleration from a standing start to 400 metres in 25 seconds. The four-wheel drive vehicle can climb a slope of 60%, and the high suspension permits fording of up to 50cm.

A total of 51 Panhard VPS vehicles were ordered by the French Ministry of Defence. Delivery commenced in 2006. Some of these are currently seeing active service in Afghanistan with French Special Forces.

BUILDING A PANHARD VPS IS 1:35 SCALE

With only 51 of these attractive vehicles in service, it is probably not surprising that there is no mainstream plastic kit of the Panhard VPS available in any scale.

Fortunately, however, French resin company ADV/Azimut now offers fans of esoteric modern vehicles a comprehensive multimedia conversion based on Revell's 1:35 scale Mercedes Wolf.

Revell's 1:35 scale Wolf represents a short wheelbase Mercedes G hardtop. The model itself is very nice. It is a simple injection moulded kit in dark green plastic with no major flaws. A clear sprue provides a one-piece windscreen, headlight lenses and indicators.

Azimut's conversion comprises more than 90 parts in pale grey resin, one part in white metal and a photo-etched fret with some important elements. Casting quality of the resin is generally very good indeed, especially the big body and chassis parts. The only issues are a few small pinholes and air bubbles, and the barrels of the machine guns in my sample were all tending toward the banana shape.

PREPARATION IS HALF THE JOB

There can be no doubt that the most important aspect of a major resin conversion is careful preparation of the parts. You can save yourself a massive amount of later pain and anguish by spending a little extra time on this preliminary step.

Before even thinking about construction, I spent a few hours removing all the resin parts from their attachment points, then cleaning up the feather-like flash that remained on some of the pieces. The cleaned-up parts were divided by arbitrary categories – big bits, wheels and small bits – and placed into separate ziplock bags to reduce the chances of losing them to the dreaded carpet monster.

I took an inventory of the parts and noticed that one of the resin sprues – a duplicate with some important suspension parts - was missing.

The few pinholes and bubbles were filled with Milliput and then sanded smooth. These included two holes in the back of the instrument cluster. I later found a reference photo that showed that these two holes should actually be there, so it was out with the pin vise to drill them back in the same position.

A MATCH MADE IN MULTIMEDIA

We were not quite done with preparation yet, as there was surgery required for the some of the plastic kit parts.

First, the rear of the lower body must be separated from the front. My weapon of choice for this sort of job is my JLC Razor Saw, as the cut is very fine and the blade can be accurately controlled with the wooden handle. The only disadvantage of this tool is that the blade is very brittle. Any flexing or sideways movement will risk snapping the blade.

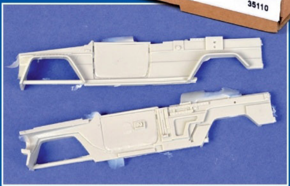
The raised bases for the kit seats had to be cut off too. A pair of sprue cutters made short work of this job, followed by cleanup with a sharp hobby blade. You do not need to be too tidy in this area but the floor does need to be flush, as it will be covered by the replacement resin centre body.

The most delicate piece of surgery was removing a rectangle of plastic from the lower mid body. The edges were first scribed repeatedly with a sharp hobby blade, then the plastic was removed by careful use of the razor saw.

With the preparation out of the way, basic construction went ▶

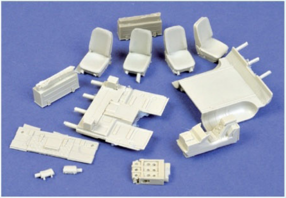
AZIMUT
D
V
Panhard VPS
Special Forces
(Conversion Revell)
1/35
35110

Azimut is a French resin manufacturer with an interesting range of kits and conversions.



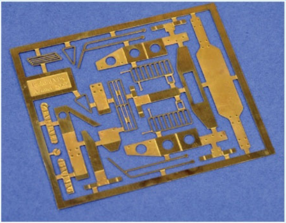
The resin sides for the body. Note that the doors will be cut out for this version.

The tyres feature deep, crisp tread patterns.



Other major components include the seats, front and rear of the lower body, and a replacement centre console.

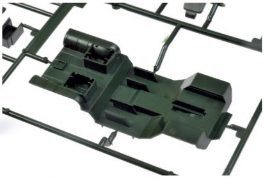
A myriad of detail parts are also supplied in resin.



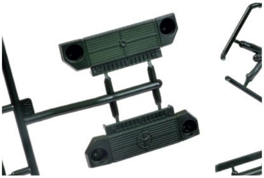
A photo-etched fret supplies some essential elements.

Revell
1:35
Lkw gl leicht „WOLF" short wheelbase
03069

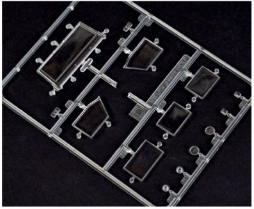
Revell's 1:35 scale Mercedes Wolf is a good kit.



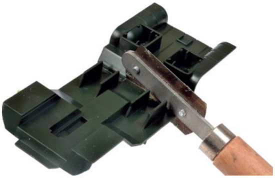
The one-piece lower body straight from the box.



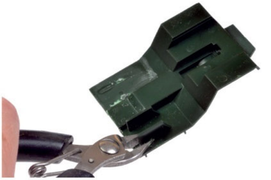
Two alternate grilles are offered – one with the famous Mercedes three-pointed star and one without.



Clear parts for the windscreen, side windows, headlights and alternate taillights.



The first piece of surgery is separating the rear of the lower body. This was done very carefully with a razor saw.



The moulded bases for the kit seats are cut off too.

◀ ahead surprisingly fast. Too fast, as it turns out.

I wanted to make sure that the resin and plastic parts were properly aligned, and as free from gaps as possible. Firstly, the kit's plastic forward lower body and the new resin mid lower body were super glued and clamped. Next, the lower rear body section was secured into the deep locating recesses of the resin side body using copious quantities of thick super glue.

I fitted the body sidewalls against the forward floor and found that the front of the plastic wheel arches fouled against the resin body sides. The simple solution was to sand down the front corners of the plastic part with a coarse sanding stick. This worked perfectly and the lower body was successfully glued to the sides. It was now a simple matter of attaching the front, the back and the bonnet.

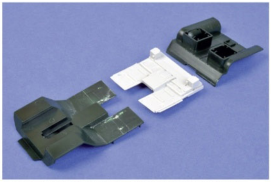
SOMEBODY MUST HAVE HIT ME WITH THE STUPID STICK

At this point I was feeling pretty pleased with myself. The really hard work was out of the way and now I could get on with attaching all those interesting stowage bins and roll bars and jerry cans and guns. Or so I thought.

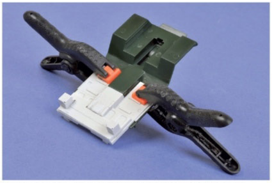
With dawning horror, I realised that I had used the wrong part for the rear body tray. I had glued the plastic part in place, but I should have used a resin replacement supplied by Azimut. I had nobody to blame but myself. I was overconfident after the preparation and surgery, and I had simply not paid enough attention to the instructions.

More in sorrow than anger, I tried to find a way out of my self-imposed cul-de-sac. Leaving the plastic part in place was simply not an option, as the raised wheel arches and rear seat mounts would interfere with all the nice new resin parts to be installed. The forlorn hope that the resin sidewalls might just "pop off" the plastic tray with a little force proved to be in vain. I did, however, manage to prise off the rear resin panel, albeit with some damage to the part.

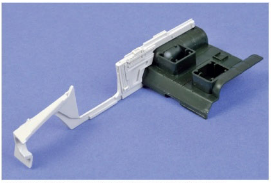
I had never used super glue debonder before, but suddenly this seemed to be a good time to start. I rushed out to the closest hobby store and bought a bottle of Zap Z-7 Debonder.



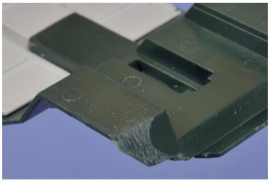
A rectangle of plastic needs to be removed from the larger of the plastic parts.



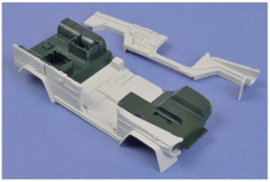
Clamps are helpful to keep all the parts properly aligned during assembly.



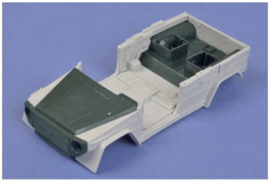
The rear lower body was first glued to one side of the body.



Test fitting the front of the lower body suggested that the edges of the front of the inner wheel arches would interfere with the fit of the side of the resin body. This area was reduced with a coarse sanding stick.



After this minor adjustment to both sides, the body fitted together nicely.



It was at this point that I realised that I had glued the wrong tray in the rear of the vehicle. I used the plastic kit part, but I should have used the resin replacement from Azimut.

To make it easier to remove the errant part, I first sliced the plastic tray into sections using a cutting wheel attachment on my Dremel Motor Tool. I took a great deal of care to make sure that I did not hack a chunk out of the resin parts with this hungry, high-speed disc. I managed to cut out a good sized strip in the centre of the tray.

GET OUT OF JAIL FREE

I squeezed a line of the thick reddish debonder gel onto the top and bottom join lines of the plastic tray and walked away, not without some effort, for 15 minutes. Upon my return, I pulled one side of the plastic tray with a pair of flat nosed electrical pliers and, much to my surprise and delight, the errant piece snapped away with no damage to the surrounding resin. The other side was not quite as co-operative, but a couple of repeat applications of the debonder eventually dislodged the last few scraps of plastic.

A conglomeration of debonding goo, dried superglue and small shards of plastic remained stuck in the lower areas of the resin body side. These were carved out with my Mission Models Micro Chisel – the perfect tool for this tricky job.

The resin tray needed a little persuasion to fit but, after super glue and clamping, the project was now back on track.

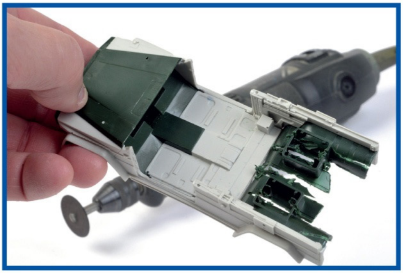
HIGH, WIDE AND HANDSOME

The suspension of the Panhard VPS is significantly higher and wider than its Mercedes G Series ancestor, so Azimut supplies spacers for the axles, the steering and the shock absorbers. Unfortunately, only one side of the suspension parts were included in my kit. As it turns out, they were not at all difficult to fabricate the 1mm and 2mm spacers from plastic tube and rod.

One of the extended steering mounts for the front wheels was on the missing sprue too, so I wound up modifying both of the kit parts and did not use the single resin part at all.

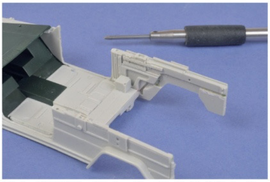
The front and rear axles were built as sub-assemblies. Revell's steering is workable, but I decided to glue the front wheels in place. I fixed the wheels offset to the right to add a little interest to the Panhard's stance.

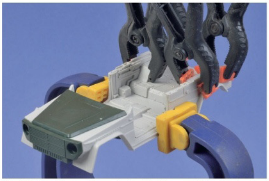
The Revell chassis was cut in two according to Azimut's instructions, and the suspension components glued in place. ▶

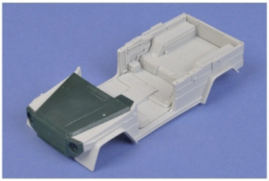

The plastic tray was first sliced into more manageable pieces using a Dremel motor tool fitted with a cutting wheel.

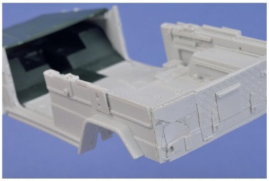
ZAP
Z-7
DEBONDER
Zap Z-7 Debonder was allowed to soak into the edges of the superglued tray for fifteen minutes.

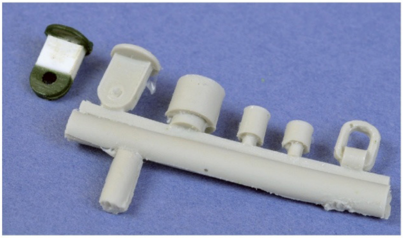
To my immense relief, most of the plastic parts popped free following a little persuasion, with no damage to the sides of the resin body.

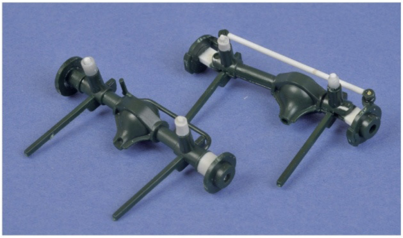

Mission Models' Micro Chisel was the perfect tool to finish cleaning up the small pieces of plastic and dried super glue still in the recessed channels of the side body.

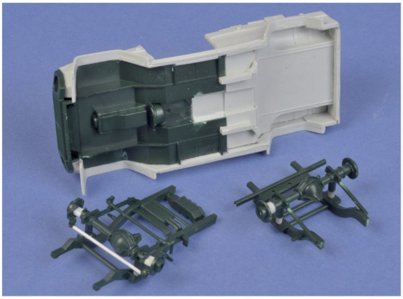

Take 2. The correct resin tray is glued in place, and held with four clamps while the super glue dries.


Now this is what it is supposed to look like!

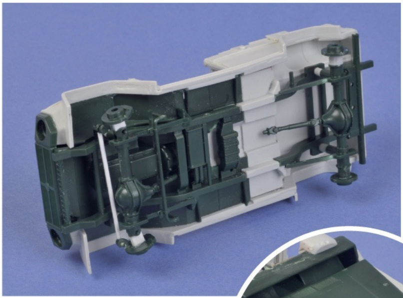

Some damage was sustained to the rear body panel before I thought of using super glue debonder.


One resin sprue was missing from my kit so I scratch built the essential spacers and suspension items from plastic strip, tube and kit parts.

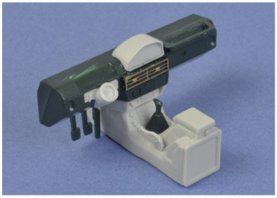

Diffs, axles and the front steering. The steering arms were glued in an offset position so that wheels would be turned on the finished model.



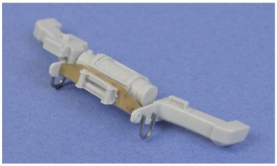
The kit chassis has to be cut into two parts to deliver the long wheelbase. The suspension units have been glued to the chassis in this photo.



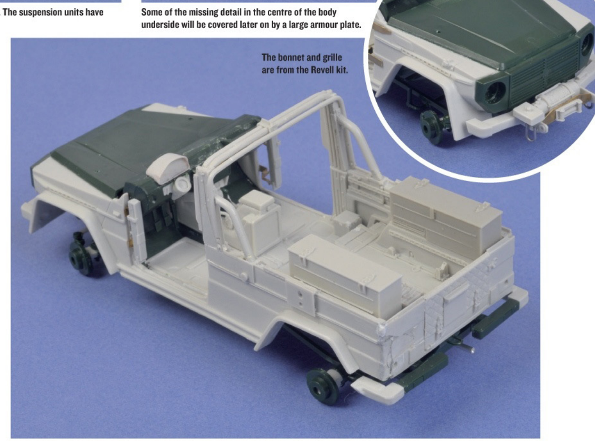
Some of the missing detail in the centre of the body underside will be covered later on by a large armour plate.



The new centre console, steering wheel mount, vents and instrument cluster. The instrument cluster has been glued into the wrong position here... not really my day, was it?

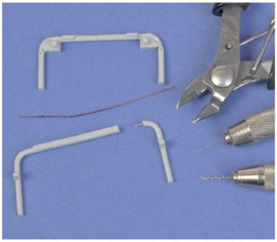


The front bumper bar and winch assembly. The towing hooks have been bent from fuse wire.

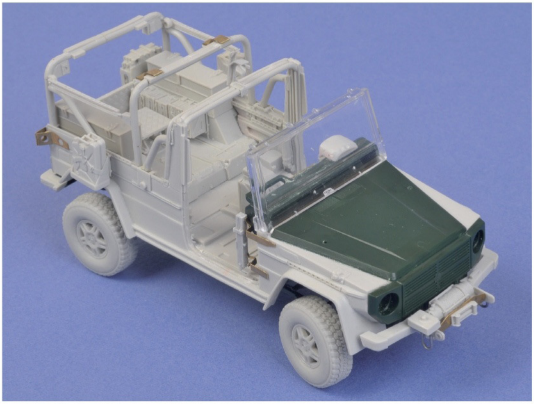


The bonnet and grille are from the Revell kit.

The first of the roll bars have been glued to the top of the body. The instruments have been relocated to their correct position on the dashboard too.



The two rear frames were significantly bowed outward. Simply bending them in would result in the top frame curving upward.
The vertical legs of the frames were therefore cut off, trimmed, drilled and pinned before being reassembled at the correct angle.



The roll cage framework is in place. Note that the bottom of the clear windscreen covers a wide gap between the dashboard and the rear of the bonnet.

◀ Now it was time to bring the chassis and body together, and to fit out the vehicle.

The kit dashboard was modified by cutting off the instrument cluster, then adding the resin replacement, a new steering wheel mount, resin centre console and photo-etched vents. At first I incorrectly glued the instrument cluster in the centre of the dashboard, but this was prised off and re-fixed in the correct position after consulting reference photos.

Three instrument dials were sourced from a 1:32 scale MDC Luftwaffe Instrument decal sheet. The size and detail seemed to work pretty well here.

The front roll bar fitted to the body with no problems, but the two rear bars were both splayed significantly outward. When I tried simply bending them inward, the top section bowed up. The vertical legs of the frames were therefore cut off, trimmed, drilled and pinned before being reassembled at the correct angle.

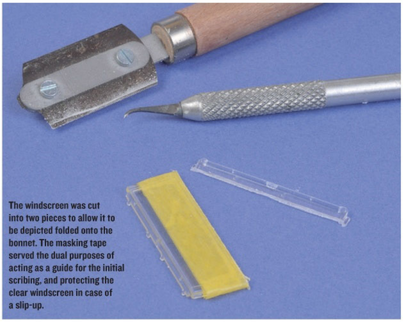
I thought that I had made a terrible error, as there was a high gap between the back of the dashboard and the car bonnet. It turns out that this gap is actually covered by the bottom of the windscreen. I decided to have the windscreen folded down onto the bonnet, but first I had to carefully cut the single clear part in two. Tamiya masking tape was used as a guide to carefully score the folding windscreen from its base. The final cut was made with a razor saw.

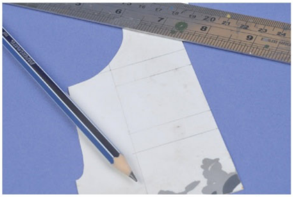
The armoured floor pan was cut from sheet styrene using the dimensions supplied by the instructions. Later, the fold and join lines were covered with strips of .020" rod, representing weld beads.

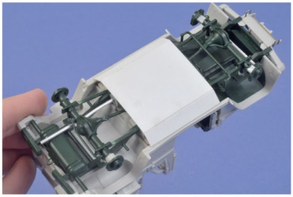
Tools are called out in Azimut's instructions but they are not included in the conversion. An axe, a shovel and other tools were sourced from Tasca and Dragon kits.

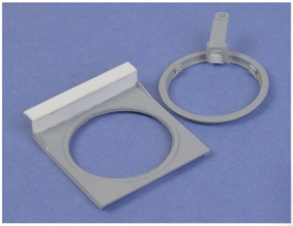
The middle roll bar is slightly higher than the rear bar, and I could not quite work out how the mount for the 12.7mm machine gun was supposed to straddle the two. I made a stepped adaptor from two strips of plastic as an improvised solution.

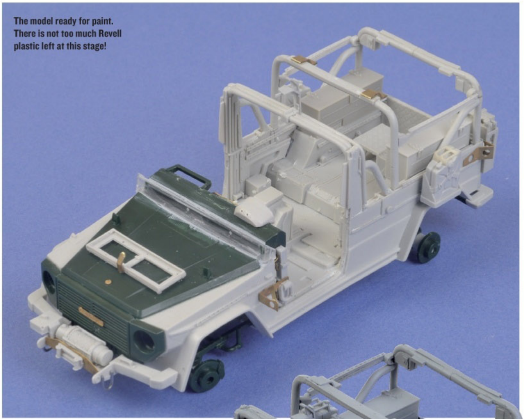
Two sets of towing hooks were bent from soft wire – one set under the winch and one near the front of the chassis. These were attached with super glue. ▶

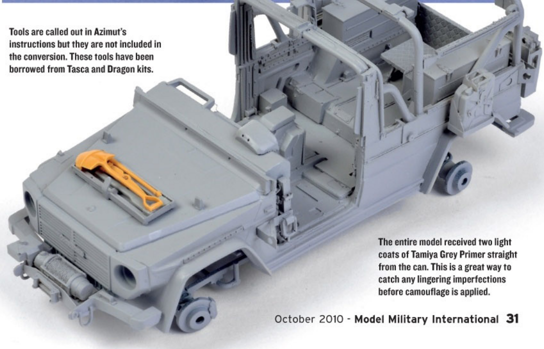

The windscreen was cut into two pieces to allow it to be depicted folded onto the bonnet. The masking tape served the dual purposes of acting as a guide for the initial scribing, and protecting the clear windscreen in case of a slip-up.


The lower body armour plate was carefully measured and cut from 0.75mm plastic card.


The plastic part was attached to the lower body using super glue. Later, the fold and join lines were covered with strips of .020" rod, representing weld beads. The armour plate conceals a multitude of sins!

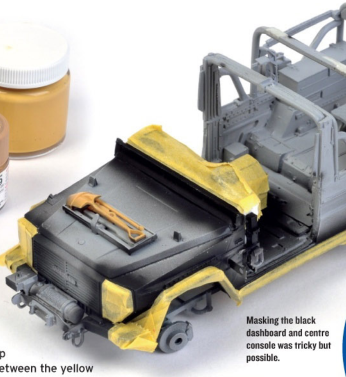

The ring mount and the base for the .50 cal machine gun were modified to compensate for the different heights of the middle and rear roll bars.


The model ready for paint. There is not too much Revell plastic left at this stage!

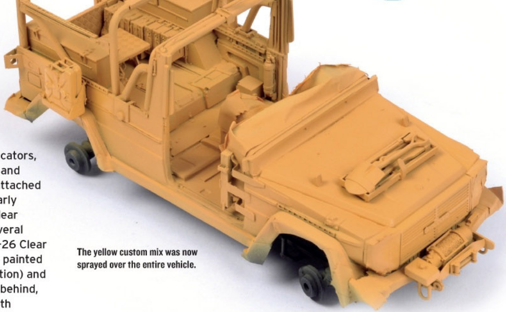

Tools are called out in Azimut's instructions but they are not included in the conversion. These tools have been borrowed from Tasca and Dragon kits.

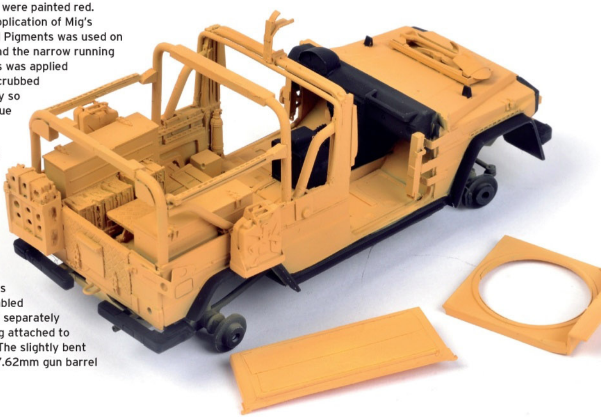
The entire model received two light coats of Tamiya Grey Primer straight from the can. This is a great way to catch any lingering imperfections before camouflage is applied.

Two different shades of French Desert Yellow were mixed using photos on the Internet as reference. In the end, the shade on the left was used.


The prominent black areas around the headlights, the flared wheel arches, bumper bars and the running boards were sprayed then masked using Tamiya tape.

Masking the black dashboard and centre console was tricky but possible.


The yellow custom mix was now sprayed over the entire vehicle.


The reveal, stage I. The stark yellow and black stand in dramatic contrast.

A YELLOW PANHARD

The assembled model received two light coats of Tamiya Grey Primer straight from the can. This is a great way to catch any lingering imperfections before camouflage is applied.

There is an excellent series of walkaround photographs of a Panhard VPS on the Prime Portal website (www.primeportal.net), and a number of online photos of operational vehicles. The Prime Portal photos show the Panhard in a vibrant yellow, while the operational machines are a slightly more subdued shade, almost with a pinkish tint.

I mixed up a shade of this French Desert Yellow from approximately equal proportions of Tamiya's XF-2 Flat White, XF-3 Flat Yellow and XF-59 Desert Yellow. I also mixed an alternate shade using this first colour and Tamiya XF-15 Flat Flesh around 50 / 50. I brush painted patches of the colour on the bottom of the model and eventually decided I liked the Flesh mix best.

The prominent black areas around the headlights, the flared wheel arches, bumper bars and the running boards were sprayed then masked using Tamiya tape. Masking the black dashboard and centre console was tricky but well worth the effort.

The yellow custom mix was now sprayed over the entire vehicle using my Testor Aztek airbrush. The yellow was broken up with some subtly airbrushed shading in slightly paler (mixed with Deck Tan) and slightly darker (mixed with Red Brown) shades. Most of the photos show that the tools are finished entirely in the same yellow colour as the rest of the vehicle, so I just added a little shading here and there.

The side bumper strips were masked at this stage. Tamiya XF-1 Flat Black was sprayed carefully to avoid spots of overspray on the canary yellow paintwork.

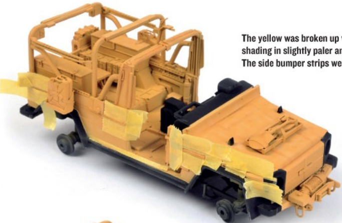
All this masking took several hours, but the extra time taken is essential to ensure sharp demarcation between the yellow and the black in all the right areas.

The seats had been assembled earlier but not installed in the cabin. These were painted Tamiya XF-60 Dark Yellow and weathered with a thinly sprayed mix of XF-64 Red Brown and XF-1 Flat Black. The seat bases were brush-painted Flat Black before the seats were super glued in place.

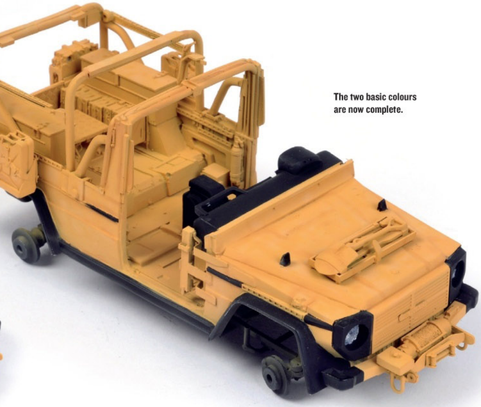
Weathering was achieved with heavily thinned oil paints. Detail parts such as the clear indicators, the windscreen, sun visors and mirrors were painted and attached to the truck. I was particularly happy about the way the clear indicators looked under several heavy layers of Tamiya XF-26 Clear Orange. The taillights were painted red (for the brake light section) and orange (for the indicators) behind, with the outside painted with Tamiya's acrylic Clear Orange and Clear Red. Reflectors on the rear bumper bar were painted red.

A light application of Mig's Beach Sand Pigments was used on the tyres and the narrow running boards. This was applied wet, then scrubbed off when dry so that a residue was left in the tread pattern and between the rubber and the rims.

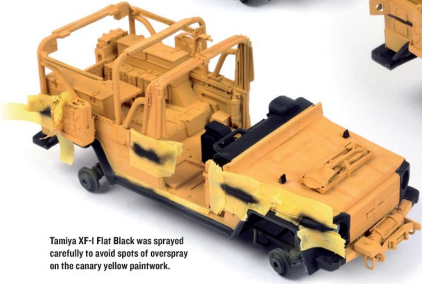
The machine guns and their mounts were assembled and painted separately before being attached to the model. The slightly bent end of the 7.62mm gun barrel



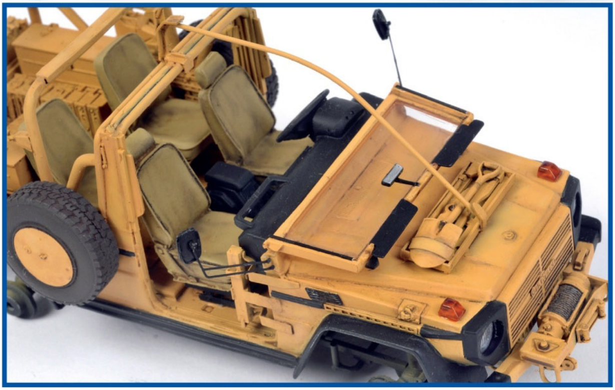
The yellow was broken up with some subtly airbrushed shading in slightly paler and slightly darker colours. The side bumper strips were masked at this stage.



The two basic colours are now complete.



Tamiya XF-1 Flat Black was sprayed carefully to avoid spots of overspray on the canary yellow paintwork.



Weathering was achieved with heavily thinned oil paints. Detail parts such as the clear indicators, the windscreen, sun visors and mirrors were painted and attached to the truck.

was straightened with a little friendly persuasion. The 12.7mm gun was replaced with a Tasca .50 cal – a lovely little model in its own right. The ring mount fitted snugly without glue. It was left loose so that the gun could be posed in different directions.

The long bar running from the bonnet to the first roll bar was cut and bent from brass rod and sprayed yellow before being glued in place. With its exposed position, I just knew that I would knock it off if I had attached it any time beforehand! ▶

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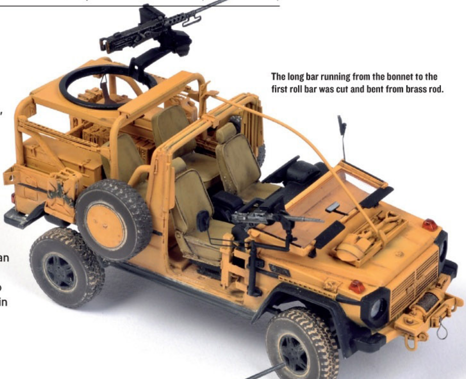
◂ CONCLUSION

I confess I was a bit intimidated when I first tipped out the contents of this conversion. With such a comprehensive makeover, there is a lot that might go wrong. It is therefore to ADV Azimut's great credit that the parts are so well presented, and that fit of all the major components is so good.

The parts from Revell's Mercedes Wolf were of an equally high standard, even though the green plastic is pretty comprehensively swamped by Azimut's resin.

Most of the problems I encountered were of my own making, mainly due to taking my eye off the instructions at the wrong time. Heed my hard lesson, fellow modellers, and make sure you are thoroughly familiar with the instructions before you commit to glue or knife with this or any other project. Do as I say, not as I did!

Azimut's Panhard VPS Special Forces conversion for Revell's 1:35 scale Mercedes Wolf is a high quality product of an interesting and unique subject. It will be suitable for modellers who are already experienced with resin kits and conversions. ■

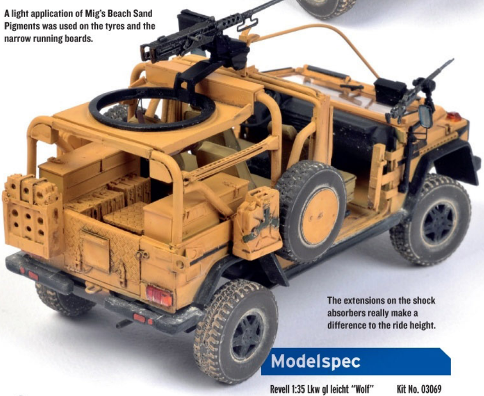


The long bar running from the bonnet to the first roll bar was cut and bent from brass rod.

ERRATA

There are a few things that I would correct or do differently if I had the chance. These include:

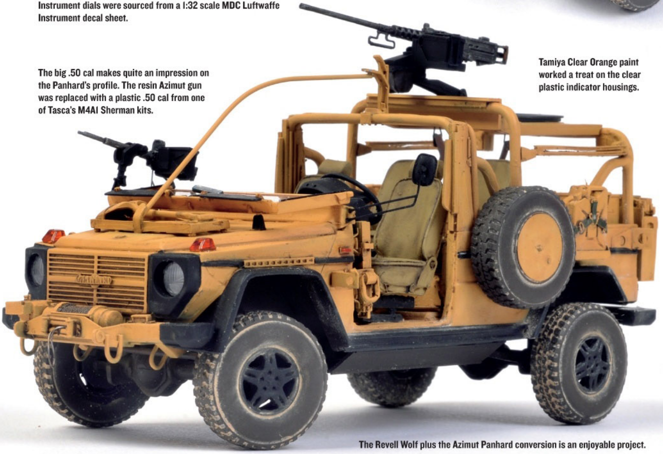
- Height of the two rearmost frames and the mounting of the 12.7mm machine gun ring.
- Location of the side machine gun.
- Mounting of the 12.7mm machine gun.
- Orientation of perforated horizontal supports on rear frame.



A light application of Mig's Beach Sand Pigments was used on the tyres and the narrow running boards.

The extensions on the shock absorbers really make a difference to the ride height.

Instrument dials were sourced from a 1:32 scale MDC Luftwaffe Instrument decal sheet.



The big .50 cal makes quite an impression on the Panhard's profile. The resin Azimut gun was replaced with a plastic .50 cal from one of Tasca's M4A1 Sherman kits.

Tamiya Clear Orange paint worked a treat on the clear plastic indicator housings.

The Revell Wolf plus the Azimut Panhard conversion is an enjoyable project.

Modelspec

Revell 1:35 Lkw gl leicht "Wolf" Kit No. 03069
Azimut Panhard VPS Special Forces Conversion Item No. 35110

Accessories

- Testor Aztek A470 airbrush
- MDC 1:32 scale Luftwaffe Instrument Dials (D32002)
- Brass rod
- .50 cal machine gun from Tasca M4A1 Sherman
- Tools from Tasca and Dragon
- Plastic sheet, rod and strip

Paints and weathering products

Tamiya Acrylics: X-26 Clear Orange, X-27 Clear Red, XF-1 Flat Black, XF-2 Flat White, XF-3 Flat Yellow, XF-15 Flat Flesh, XF-55 Deck Tan, XF-59 Desert Yellow, XF-60 Dark Yellow, XF-64 Red Brown.
Vallejo Acrylics: various colours.
Gunze Acrylics: H20 Flat Clear.
Mig Pigments: P030 Beach Sand.

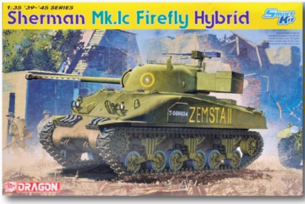
✓ High quality resin mouldings; major transformation to Revell's kit; fascinating subject; very good fit; minimal casting flaws.

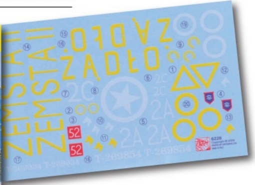
✗ No tools supplied; barrels of weapons a bit warped; additional references helpful.

Available from

Revell available from all good model shops Worldwide.
Thanks to ADV/Azimut for the sample conversion
www.azimutproductions.com

Rating ●●●●●●●●◐○





The decals supply markings for Coldstream Guards and two options are for colourfully marked Shermans of the Polish 6th Armoured Regt in Italy.

Al Bowie is pleased to note corrections to the hull and turret in Dragon's all-new composite Sherman Mk.Ic Firefly.

CORRECTED COMPOSITE

Dragon really set the Sherman Modelling world alight in the early 1990s when they released a Firefly variant of the Sherman V (M4A4). Soon after, they released a composite hulled M4 Firefly in their Imperial series. This was a very popular kit but it pales in comparison to the current crop of Sherman releases from DML. The old Imperial series Mk.Ic Hybrid Firefly (as the British designated the M4 Composite Hulled Sherman with the 17 pdr Gun) has nothing in common with this release which uses none of the original tooling.

The Firefly was one of those great British ideas that improved on a US original and lifted it from a mediocre weapon to a much better one (similar to mating the Rolls Royce Merlin engine to the Mustang Fighter). In this case, it matched the excellent British 17 pdr gun to the automotively reliable Sherman Tank giving it the hitting power it so desperately needed. Conversions were undertaken on M4 and M4A4 variants only; as the M4A1, 2 and 3 were deemed unsuitable due to turret traverse gear fitted and hull layout problems. The M4 was originally a welded hull design with a 56 degree glacis and protruding hoods for the Driver and Bow Operator Gunner – Co-Driver. This was found to be a liability as the hoods were shell traps and ways were sought to overcome this. The M4A1 Sherman had a cast hull that was thought to be more ballistically sound, however there wasn't enough manufacturing capacity for such large castings. Chrsyler came up with a composite using the forward casting of the (mainly) large hatch M4A1 welded to the fabricated rear of the M4. This replaced the earlier welded hull in production alongside the revised all welded 47 deg large hatch M4 hull that was only used for the M4 105mm assault gun tanks. Most of the composite Shermans were produced from late 1943 and as such were fitted with the mid production low bustle turret that no longer had the pistol port on the left rear side and had a thickened right cheek to compensate for the machined out interior and restore the armour thickness. As production continued, the later high bustle turret, which also had a loader's hatch, was introduced and many late production Firefly Ics were fitted with such a turret.

Dragon has done their homework with this kit and got the correct turret configuration for the marking options given. In fact, as far as accuracy goes, they have excelled themselves with an early production Firefly Ic Hybrid. The kit comprises over 480 parts in the now-familiar grey styrene, however a large percentage of these are not used for this variant. A large PE fret is included which provides screens, guards, fenders, skirt strips and even tool tie down straps along with numerous small hull fittings.

Tracks are supplied as DS vinyl runs of the T48 Rubber Chevron type frequently seen on hybrids in British service.

A decal sheet with three marking options is included although the Coldstream Guards markings are incomplete with no T Number.

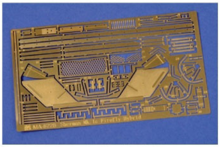
Construction is straightforward although I strongly suggest dry fitting before gluing particularly the nose – you have been warned. For once, the kit instructions are well done. It seems DML went back to the drawing board for this one.

There are a few options in the kit such as the substitution of PE for Fenders and Light Guards etc but these are clearly marked in the instructions as is the alternate ammunition can for the .50 cal machine gun. The kit indicates to use the late upswept bogies but also supplies the earlier horizontal type. You have the choice of three different drive sprocket rings and two types of road wheel, plus round or square air filters. The turret is all new, and a one piece barrel is provided in moulded plastic with a two piece muzzle brake slit vertically.

This is one of DML's best Sherman kits and an improvement over their recent M4 Composite kit in having the correct turret.

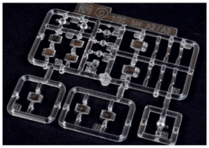
I highly recommend this one for fans of Commonwealth Armour and only have one small trivial criticism – why has DML removed the 60lb Rocket projectiles that were in the earlier Firefly kits as the Coldstream version would have had them fitted post Jan 1945? ■

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

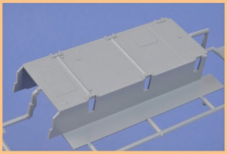


A good sized photo-etched fret is included.

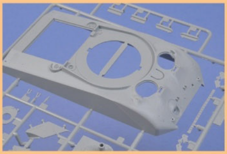
Multimedia content is rounded out with a wire tow cable.



Lights, scopes and vision bocks are provided on the clear sprues.

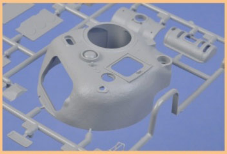


The one-piece lower hull.

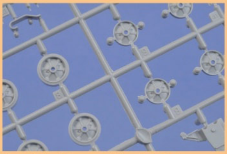


The composite hull is all-new and accurate.

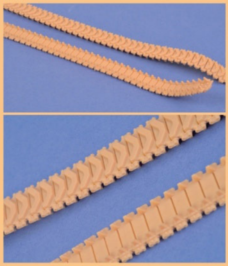
The hull features raised weld beads and casting marks.



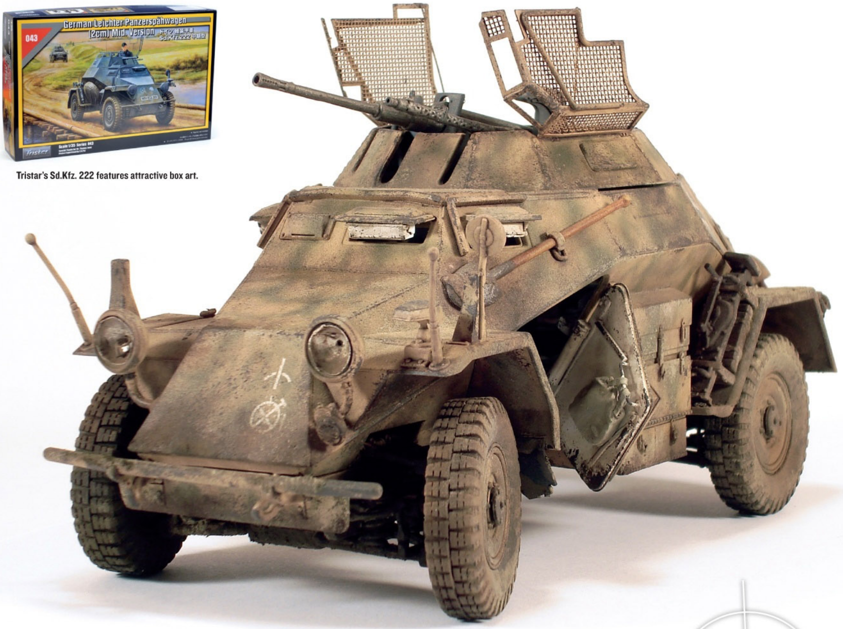
The turret is an early-production low-bustle variant, and is also very accurate.



The road wheels have separate inserts for the inner surfaces. Two styles of wheel are supplied.



The T48 rubber chevron tracks are supplied in Dragon's flexible DS plastic.



Tristar's Sd.Kfz. 222 features attractive box art.

ARMOURED RECON

Jose Brito builds Tristar's recent 1:35 scale Sd.Kfz. 222 with a few scratch built enhancements plus some creative painting and weathering.

The Sd.Kfz. 222 was one of the most important and recognisable vehicles from World War Two. Normally used by the Aufklarungs Abteilung (reconnaissance battalions), it served in all theatres and was in service until the end of World War Two. The Sd.Kfz. 222 saw action in North Africa, on the Western and the Eastern Fronts.

The Sd.Kfz. 222 used the Sd.Kfz 221 chassis, but the hull was redesigned to house the new and larger 2cm KwK automatic cannon turret instead the less powerful MG13 / MG34 Machine Gun. Production commenced in 1936.

THE TRISTAR SD.KFZ. 222

The new 1:35 scale Sd.Kfz. 222 from Tristar is a nice kit - great plastic, great detail and accurate.

The kit is presented beneath very attractive box art and once opened we are presented with many plastic sprues plus vinyl tyres, photo-etched parts and decal sheet.

The instructions are concise, clear and divided in 16 steps. The decal sheet provides decals for three different vehicles - two German and one from the Bulgarian Army.

CONSTRUCTION

The Tristar Sd.Kfz. 222 features nice fit and the detail is great. This all makes construction very straightforward. The project started with the chassis and running gear. This part of the kit is very well detailed and composed of many small parts. The suspension, with metal springs, really works and once everything is finished the overall look is awesome.

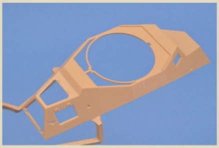
The Sd.Kfz. 222 is an open top vehicle so the best approach is building the model in several subassemblies. Later, this approach will prove to be the wise one when it comes to painting.

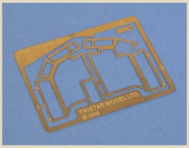
Building a model in subassemblies can be tricky and several dry fits must be made in order to make sure that everything fits correctly.

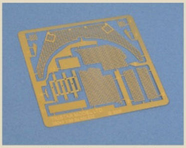
The model was built mainly out of the box. Small scratch builds were added in order to improve small parts. One of those extra works was removing the ventilation net in the interior compartment. The net provided in the kit was not perforated, so I decided to replace it by a net from my spare parts box. Removing this part demands some extra care and I normally cut the parts with the help of a brand new needle.

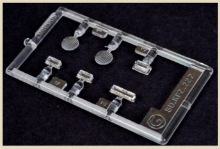
The interior provided in the kit is well detailed. The major components are there and I only added some straps made from foil and some accessories from my spare parts box. In my opinion, the only major flaw in this kit is the interior floor that doesn't have the anti-slip pattern. The floor provided in the kit doesn't have any kind of raised pattern.

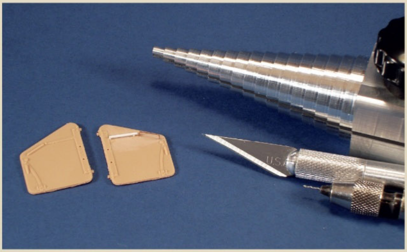
The main gun is what might be described as a kit inside a kit. Composed of many pieces, the build can be tricky and extra references are very useful. Once assembled I, however, looks awesome and mean! The barrels provided in the kit look nice and do not need to be replaced by metal barrels.

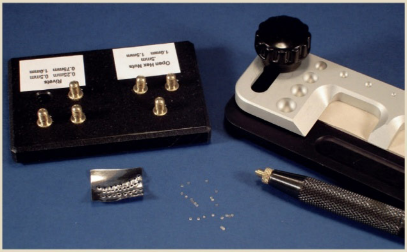

The one-piece upper hull is an impressive moulding with hatches and mesh areas ready for separate parts.


Two photo-etched frets are included. One includes the framework for the hatches in heavier gauge brass.


The second photo-etched fret supplies the mesh itself and smaller details.


Clear parts include headlight lenses and vision blocks.


Some small items were scratch built from plastic rod and strip to detail the inside of the hatches.



Tools from The Small Shop were used to punch individual rivets.

The exterior also received some minor scratchbuilding work. Not much though, and only applied in most visible parts.

The interior of the headlights were made in foil and formed with the help of tools from the range of The Small Shop. They have a very useful tool to make that kind of dished lens. All we need to do is choose the right size of the headlight, place a small piece of foil, then just press it with the help of a brush, and "voilá", a headlight! Now all we have to do is cut and glue it.

All the glue work on this model was done with the Deluxe Materials glue solutions. They have different types of glues according with the situations we are dealing. Their Rocket range is just awesome. With 4 types of glue, the Hot, Rapid, Max and Odourless, we can do almost everything. The Hot dries really fast and is very liquid, as the Max takes more time to dry and is more viscous. In the middle we have the Rapid and then we have the Odourless that is a non-blooming glue and ideal for transparent parts. The Plastic Magic combined with the Pin Flow is also a delight to use and we have total control in glue application.

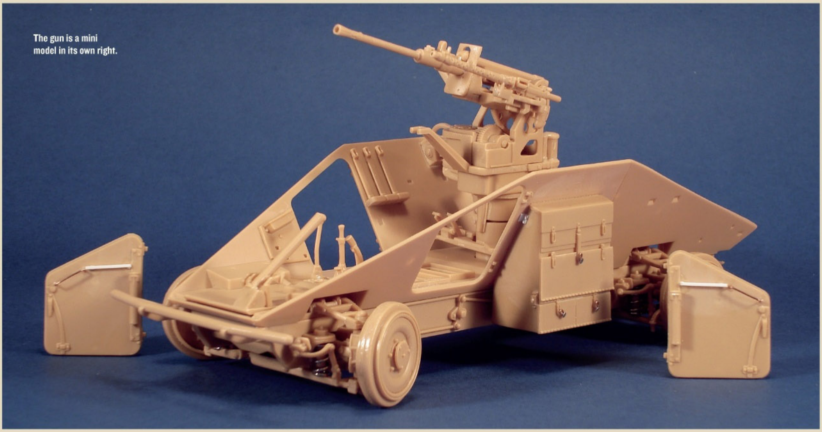
A final dry fit was done in order to check if everything is okay. I used almost no putty in this kit. The fit is awesome. I only used a small amount of Mr. Surfacer 1000 on some limited areas.

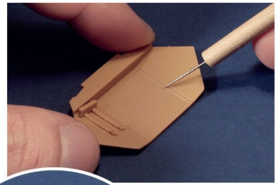
PAINTING

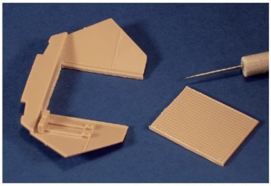
Before I start the painting job, the entire model was disassembled and all the subassemblies prepared for painting.

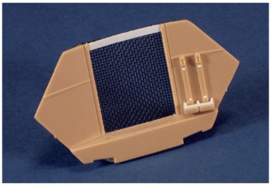
I have been using the new primer from Vallejo recently and let me tell you that is great. Their new formula is awesome and the surface is like baby's skin! Super smooth.

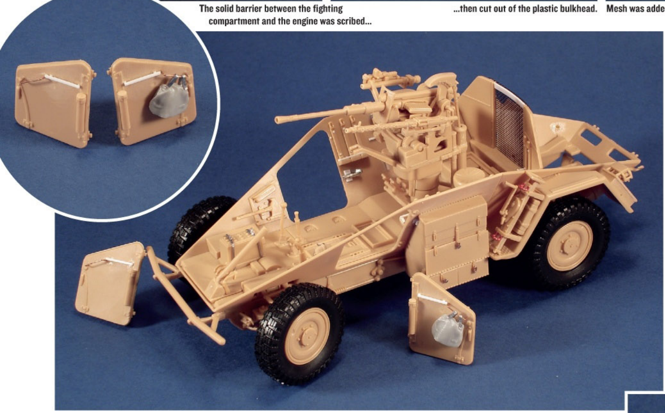
This model was no exception and all the components, including accessories were primed with the new formula Vallejo primer. The ▶

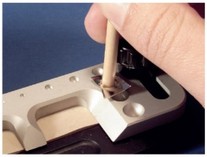

The gun is a mini model in its own right.

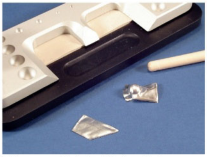

The solid barrier between the fighting compartment and the engine was scribed...


...then cut out of the plastic bulkhead.

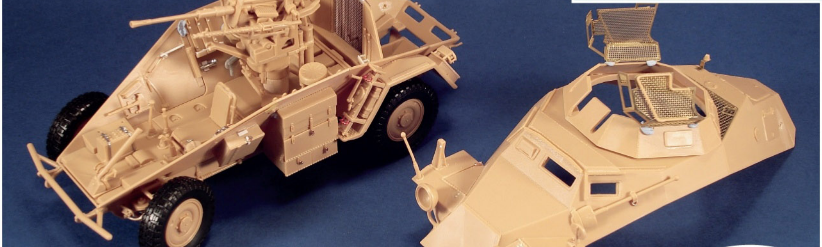

Mesh was added for a more accurate depiction of this area.

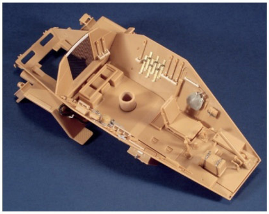

Some of the sub-assemblies are brought together. Note the stowage on the inside of the hatch.


The Small Shop came to the rescue again with the headlight lenses.

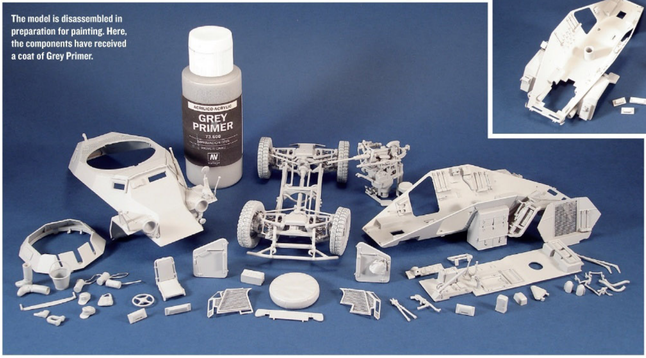

Foil was pressed into the dish-shaped hollow.

The result is a nice, shiny headlight lens.


The upper and lower hulls at the tail end of basic construction.


More detail added to the interior of the lower hull.

The devil is in the detail – chain, a bucket, boots and more.


The model is disassembled in preparation for painting. Here, the components have received a coat of Grey Primer.

The base colour is Tamiya XF-2 Flat White.

The floor, gun and other components have been painted with Tamiya acrylic XF-24 Dark Grey.

DARK GREY
XF-24
COLOR

The chassis and wheels, amongst other elements, received a darker coat of Tamiya XF-69 NATO Black.

NATO BLACK
XF-69
COLOR

primer was airbrushed in several coats in order to keep the fine surface detail of the components. A big positive point of the Vallejo primer is that dries really fast.

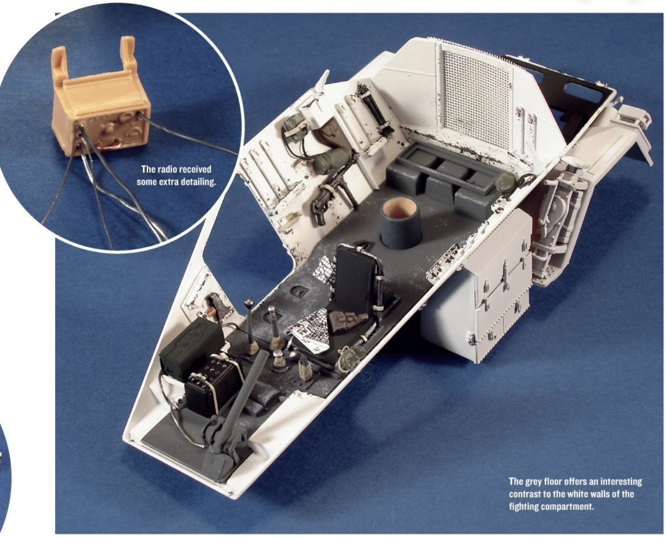
Once the primer was thoroughly dry, the interior was airbrushed in Tamiya Acrylics XF-2 Flat White, applied in several well-diluted coats in order to keep the surface detail. I know the interior colour is more like ivory, and that colour will be achieved during the weathering and finishing. Painting white can be annoying, but over the Vallejo primer is a true delight.

Other subassemblies, like the main gun and interior floor, were also airbrushed in Tamiya Acrylics XF-24 Dark Grey and once again applied in several well-diluted coats in order to keep the surface detail. Other parts including the running gear, tyres and some interior parts received the same treatment, but this time in Tamiya Acrylics XF-69 Nato Black.

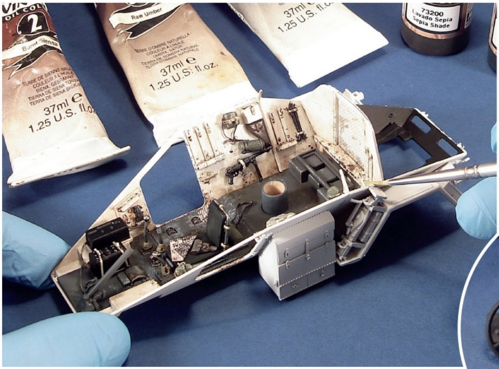
Small parts such as the interior accessories were left aside and painted separately by brush with Vallejo Model Colour acrylics. They were glued in place once completely dry. The interior also received some more small accessories like maps from the Tamiya range.

The exterior received an identical treatment to the interior. Once the primer was dry, all the interior was masked with the help of small sponge pieces. Sponge is ideal to protect interior parts during airbrushing. They fit very nice into spaces and like they are very smooth, they don't damage the delicate construction work done previously.

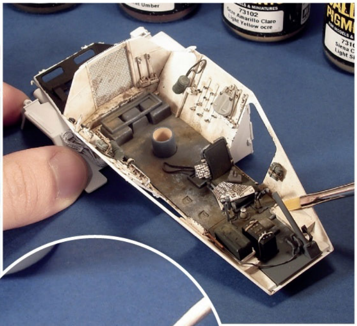
Once everything protected, the entire model was airbrushed with Tamiya Acrylics XF-69 Desert Yellow, as usual in several well diluted coats. Following this, a light modulation coat was added by mixing Tamiya Acrylics XF-69 Desert Yellow with Tamiya Acrylics XF-15 Flat Flesh. The mix was airbrushed at very low pressure with my Aztek 470 with the tan tip. The camouflage was airbrushed in free hand with Tamiya Acrylics XF-67 Nato Green and once again applied at very low pressure and with my Aztek 470 with the tan tip. The camouflage pattern must look random and in scale. Once everything was dry, the sponge pieces were removed and we can check the interior. As


The radio received some extra detailing.

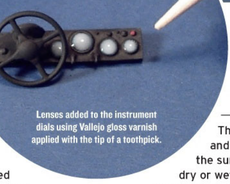
The grey floor offers an interesting contrast to the white walls of the fighting compartment.



The interior of the model received weathering comprising thinned oil paints and Vallejo acrylic washes.



Pigments from the Vallejo range really stick to the paint surfaces.



Lenses added to the instrument dials using Vallejo gloss varnish applied with the tip of a toothpick.

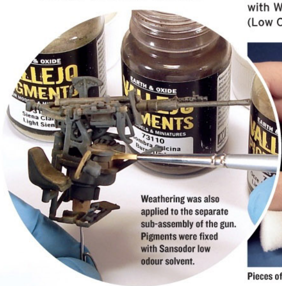
anticipated, nothing was damaged or oversprayed. In order to see the interior, I decided to leave the turret and main gun separated from the main body.

WEATHERING AND FINISHING

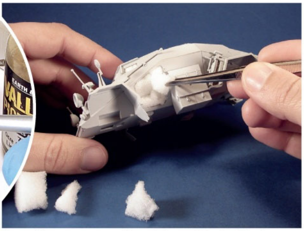
In the interior I applied several small scratches with the help of a small sponge and a brand new 10/0 brush. They must be applied in the logical places. They are the places were the crew stand or walk. It does not make sense applying scratches all over the place, because they will look terrible and unnatural. So, lots of attention is necessary and sometimes we need to pause the process and take another close look.

Once the scratches were dry, I applied a well-diluted wash of Winsor & Newton oils. The chosen colours were the N. o 02 Burnt Sienna, N. o 25 Lamp Black and N. o 35 Raw Umber, always mixed with Winsor & Newton Sansodor (Low Odour Solvent). Like the scratches, the washes must be applied in the logical places, as usual in the recessed parts. This will enhance the surface and create a more interesting look. Small details were picked with the Wash Shade from Vallejo. In this case I used the 73200 Sepia Shade and 73201 Black Shade.

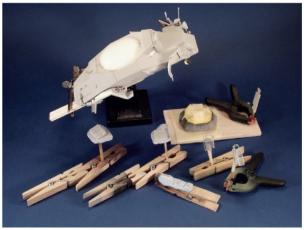
Once the washes had dried, I started applying pigments as usual from the Vallejo range. They are great and really stick to the surface. Applied dry or wet the results are always pleasing. They can be mixed with Vallejo Glaze Medium, that is a 100% acrylic resin and created to work with the Vallejo pigments. Mixing Glaze Medium with pigments is ideal to reproduce mud, dry or wet. The pigments used were the 73102 Light Yellow Ocre, 73104 Light Sienna, 73109 Natural Umber and 73110 Burnt Umber. They were mainly applied



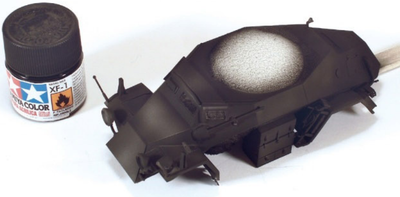
Weathering was also applied to the separate sub-assembly of the gun. Pigments were fixed with Sansodor low odour solvent.



Pieces of foam sponge were used to mask the carefully painted interior.

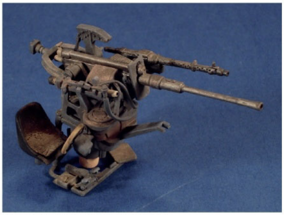


The various sub-assemblies were clamped or otherwise attached to handles to ease painting.



A pre-shading coat of Tamiya XF-1 Flat Black was applied with the Testor Aztek airbrush.

A jumble of wires for the radio.



The completed gun assembly is a little jewel.

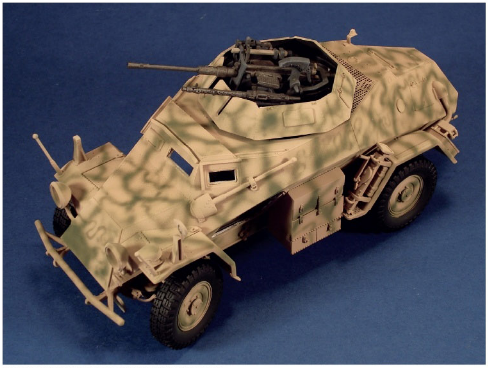
A custom mix of Tamiya acrylics was used for the base camouflage colour.

XF-59
XF-15
XF-67

A disruptive green pattern was sprayed before the sub-assemblies were brought together.

The sponges are removed from the kit's interior with a large pair of tweezers.

As may be seen here, the sponges did their job admirably, and with no damage to delicate internal parts.



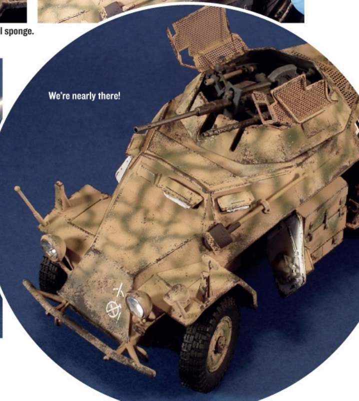
The basic external colours have been applied at this stage.

DECAL MEDIUM
73.212

The markings were applied over a gloss surface using decal fix and decal medium to ensure that no film was visible.

Chipping was applied with the assistance of the ever-helpful sponge. Application of the chips was completed with a fine brush.

Vallejo pigments were used for the rust finish of the exhaust.



We're nearly there!

A wash of Winsor & Newton oils, very well diluted with Winsor & Newton Artist White Spirit, was applied over the entire model

Several Vallejo Pigments were applied in the dry and wet method.

dry and then fixed with small drops of Winsor & Newton Sansodor (Low Odour Solvent). The Sansodor acts as a pigment fixer. It must be applied by brush and with pure Sansodor. Small drops must be placed and let the capillarity do all the work. Never pass the brush over the pigments! Just place small drops over the pigments. The pigments will turn very dark and almost disappear, but don't panic. Once the Sansodor well dry the pigments will appear again and they will look very natural. Just let them dry overnight.

All the accessories were painted with Vallejo Model Colour. The lights and shadows were picked with a brand new brush from the same company.

Before I started weathering and finishing the exterior I needed to apply the decals. In the place her they will be I apply, with a medium flat brush, a coat of Johnson's Klear. This will turn the surface smoother and ideal to receive the decals. As the model was painted in matt colours, the surface has some texture and is therefore not ideal for decals. The Klear coat will turn it smoother.

I applied a coat of Vallejo Decal Fix in the spots where the decals will be placed,. The decal is then dipped in water and transferred to the desired place. Once in place the water excess is removed with a brush or a cotton bud. Once well dry, a coat of Vallejo Decal Medium is brushed over the decal and left to dry untouchable. Vallejo Decal Medium is a decal softener and once over the decal will almost destroy it, but no worries, once dry the decal will look fantastic and perfectly adapted to the surface.

When the decal is properly set, a coat of Vallejo Model Air Matt Varnish is brushed over the decal for protection.

The next step is to apply thousands of small paint chips and scratches. As usual, I used two methods to achieve this. I start applying the paint chips with a sponge and finish them with a brand new fine brush, normally a 5/0 brush. To add a more realistic look I use at least two colours. One is the base colour slightly lighten and the other is a dark brown, normally Vallejo Acrylics 822 SS Camo Black Brown.

All the paint chips must be applied in the natural places. Extra care is needed and ruining a model is very easy during this process. In the end the paint chips must look natural, random and most important, they must look in the same scale as the model.

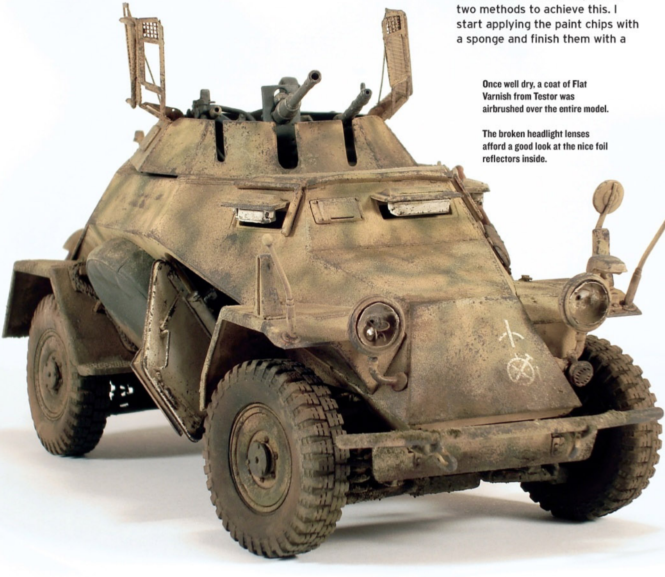
The exhaust pipes were previously painted with Vallejo Acrylics 822 SS Camo Black Brown and then over painted with a mix of Vallejo Glaze Medium and Vallejo Pigments, in this case, Brown Iron Oxide. Once well dry, dry pigments, from the Vallejo range, are applied over the exhaust pipes and fixed with Winsor & Newton Artists White Spirit.

A wash of Winsor & Newton oils, very well diluted with Winsor & Newton Artist White Spirit, was applied over the entire model, including the underside. My mix of colours is N. o2 Burnt Sienna, N. o 25 Lamp Black and N. o 35 Raw Umber. This wash was applied with more attention to the recessed parts. Once well dry, several Vallejo Pigments were applied in the dry and wet method. In the first method they are fixed to the model with the help of Winsor & Newton Artists White Spirit. In the second method, they are applied mixed with Vallejo Glaze Medium.

Once well dry, a coat of Flat Varnish from Testor was airbrushed over the entire model.

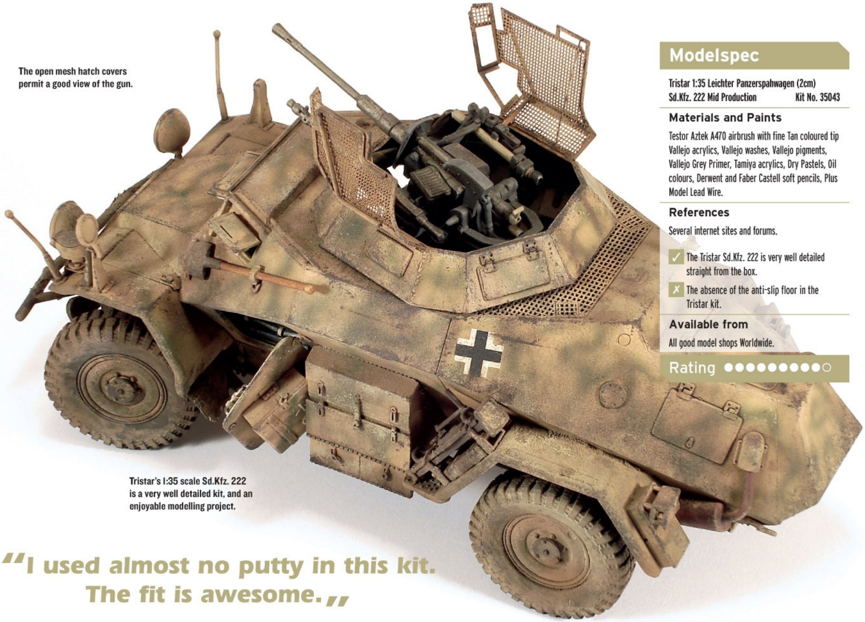
CONCLUSION

The new 1:35 scale Sd.Kfz. 222 from Tristar is a lovely kit with excellent detail, great fit and lots of potential for diorama scenes – but we will see more on that subject next time! ■



Once well dry, a coat of Flat Varnish from Testor was airbrushed over the entire model.

The broken headlight lenses afford a good look at the nice foil reflectors inside.



The open mesh hatch covers permit a good view of the gun.

Tristar's 1:35 scale Sd.Kfz. 222 is a very well detailed kit, and an enjoyable modelling project.

Modelspec

Tristar 1:35 Leichter Panzerspahwagen (2cm) Sd.Kfz. 222 Mid Production Kit No. 35043

Materials and Paints

Testor Aztek A470 airbrush with fine Tan coloured tip Vallejo acrylics, Vallejo washes, Vallejo pigments, Vallejo Grey Primer, Tamiya acrylics, Dry Pastels, Oil colours, Derwent and Faber Castell soft pencils, Plus Model Lead Wire.

References

Several internet sites and forums.

✓ The Tristar Sd.Kfz. 222 is very well detailed straight from the box.

✗ The absence of the anti-slip floor in the Tristar kit.

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MAKING CORRUGATED IRON IN SCALE

Jerry Cashman outlines a simple method for replicating corrugated iron in any scale that you like.

While frantically finishing (why do most of my builds end up as last minute panics?) my latest diorama, "The Great Escape" I was playing with the composition of the figures and decided that I needed a couple bits of 1:48 scale corrugated iron to add a bit more life to the scene.

Being only a couple of evenings before the deadline, finding something on the Internet and getting it delivered was not possible. It would have to be a DIY job or it wouldn't happen, so I applied a glass of Red and a little thinking to the problem.

First question - what material to use? The glass of Red gave the answer. I have a stock of carefully hoarded metal foil wine bottle top wrappers which would be perfect. These foil tops are a lovely light weight alloy of some kind (I think they used to be lead, but am sure they are something more benign these days) that you can cut with craft knives or scissors. They bend into almost any shape and you can emboss details on them.

I use nail scissors to cut the foil cap apart. It is the large bit we are after. I have not yet found a use for the crown and just throw it away. Now we then need to smooth the foil out. I use the handle of a craft knife and a smooth hard surface. After 20 seconds we have a nice flat sheet to work with.

The second question was how to form the metal foil into the corrugated shape and again, gazing stupidly across the workbench the answer presented itself… toothpicks!

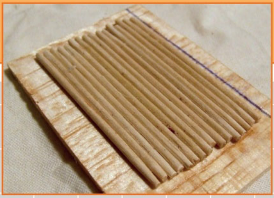
I took a pile of 20 or so round toothpicks and glued them side by side onto a bit of scrap balsa, put them under a flat weight to dry for an hour or so and my corrugated iron-making jig was done. The last thing I needed was a tool, something with a smooth head about the size of a toothpick. An old ball-point pen, the end of a small paint-brush or a smooth bit of wire - anything around that size would do.

I asked my dentist what he did with his old dental tools a couple of years ago and he was kind enough to give me an old probe. It is a fantastic tool that can be used for a million modelling jobs. In this

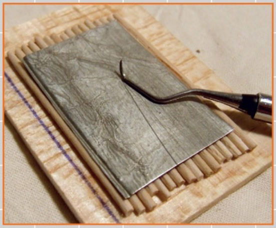
The foil from the tops of wine bottles might not be made from lead any more, but the material is still useful.

The main body of the foil has been cut away from the crown.

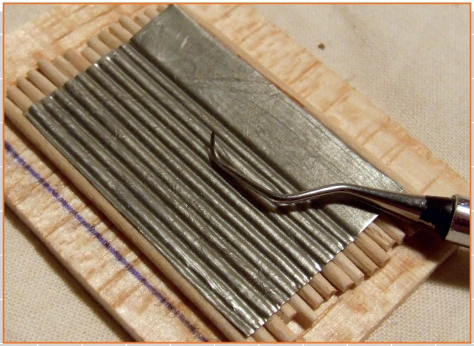
The foil must be smoothed before it can be formed. The handle of a craft knife has been used in this instance, but any smooth round surface would do the job.



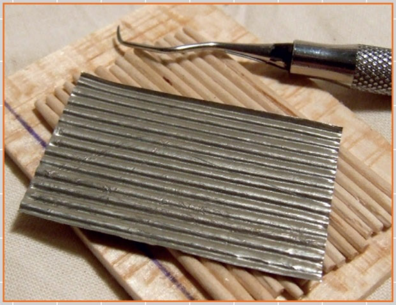
20 or so round toothpicks were glued them side by side onto a bit of scrap balsa, then put them under a flat weight to dry for an hour. The result was a custom-made corrugated iron-making jig.



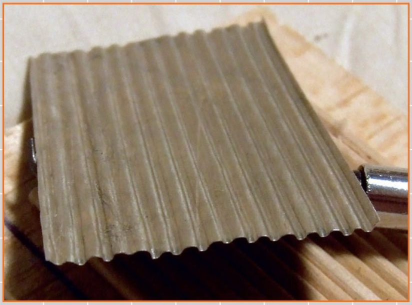
The smoothed foil is laid over the jig.



The tool end is run over the foil each recessed line between the toothpicks.



An authentic looking section of corrugated iron is the result.



The piece of iron may now be weathered - punctured, torn, bent, folded... glued, painted, rusted.

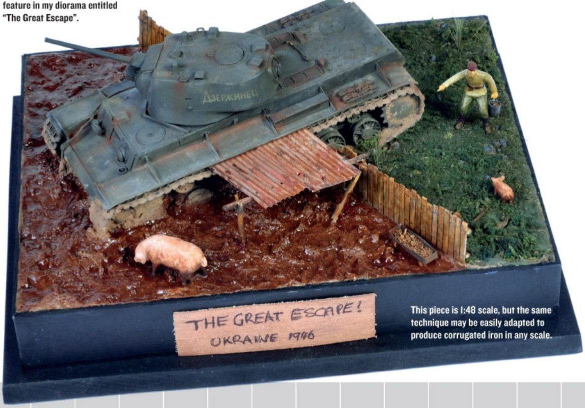
case I use the smooth rounded reverse edge.

So, to make a piece of corrugated iron, simply cut a bit of metal wine bottle foil into a nice regular rectangle and place on top of the jig, hold one end and then take your tool end and run it over the foil along the line of the toothpicks. A couple of light passes is better than trying to do it in one go. When you are happy, simply do the next trough. Repeat until you run out of foil!

The foil can then be punctured, torn, bent, folded... glued, painted, rusted. Go to town on the weathering. It is fun and if you mess it up, you can make a new piece in seconds.

Couldn't be easier. It is all so easy that it almost doesn't warrant an article... ■

My piece of foil was destined to feature in my diorama entitled "The Great Escape".



This piece is 1:48 scale, but the same technique may be easily adapted to produce corrugated iron in any scale.

Sturmpanzer IV Early Version (Mid. Production)
ドイツIV号突撃戦車 初期生産（中期生産）インテリア付
040
With Interior
Scale 1/35 Series 040
tristar

RUMBLING GRUMBLER

The Editor examines the mid-production version of Tristar's 1:35 scale Brummbar, which now includes a comprehensive interior.

The Sturmpanzer IV, also known as Sturmpanzer 43 or Sd.Kfz. 166, was an armoured infantry support vehicle based on the Panzer IV chassis used by Germany in the Second World War.

The Sturmpanzer IV was known by the nickname Brummbär. Contrary to popular belief, this name was applied by Allied intelligence and means "Grumbler", not "Grizzly Bear". The nickname which was not used by the Germans. German soldiers unofficially referred to it as "Stupa", a contraction of the term Sturmpanzer.

The Sturmpanzer IV was a development of the Panzer IV tank designed to provide direct infantry fire support, especially in urban areas. The result was the Sturmpanzer IV, which used a Panzer IV chassis with the upper hull and turret replaced by a new casemate-style armored superstructure housing a new gun, the 15 centimetres (5.9 in) Sturmhaubitze (StuH) 43 L/12 developed by Skoda. It fired the same shells as the 15 cm sIG 33 heavy infantry gun. Thirty-eight rounds, with separate propellant cartridges, could be carried. It used the Sfl.Zf. 1a sight. An MG 34 machine gun was carried that could be fastened to the open gunner's hatch, much like the arrangement on the Sturmgeschütz III Ausf. G.

Early vehicles carried a MP 40 sub-machine gun inside, which could be fired through firing ports in the side of the superstructure.

The driver's station projected forward from the sloped frontal armor plate and used the Tiger I's Fahrersehklappe 80 driver's sight. The fighting compartment was (badly) ventilated by natural convection, exiting out the rear of the superstructure through two armored covers. Sideskirts were fitted on all vehicles.

Early vehicles were too heavy for the chassis, which lead to frequent breakdowns of the suspension and transmission. Efforts were made to ameliorate this from the second series onwards, with some success.

In October 1943, it was decided that the StuH 43 gun needed to be redesigned to reduce its weight. A new version, some 800 kilograms (1,800 lb) lighter than the StuH 43, was built as the StuH 43/1. Some of the weight was saved by reducing the armor on the gun mount itself. This gun was used from the third production series onwards.

Zimmerit coating was applied to all vehicles until September 1944.

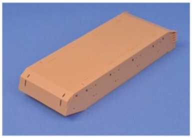
The Sturmpanzer IV was used at the Battles of Kursk, Anzio, Normandy, and helped to put down the Warsaw Uprising.

Four Sturmpanzer IVs survive today. They may be seen at the Musée des Blindés in Saumur, France, the Deutsches Panzermuseum in Germany, the Kubinka Tank Museum near Moscow and the United States Army Ordnance Museum near Aberdeen, Maryland. (Note 1)

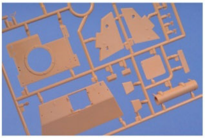
TRISTAR'S MID PRODUCTION STURMPANZER IV WITH INTERIOR

Tristar released their early production version of the Sturmpanzer IV in mid-2008. This was a well-detailed and accurate kit, and generally acknowledged to be a landmark release. It featured a new one-piece lower hull and superb suspension.

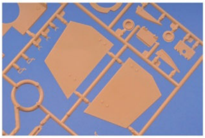
Tristar has expanded on this already excellent release with



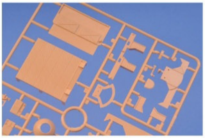
The lower hull is supplied in one piece.



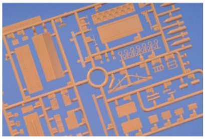
The distinctive superstructure is broken down into individual panels.



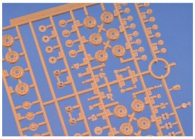
The side superstructure panels.



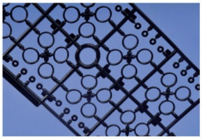
Three all-new sprues are provided for the interior details.



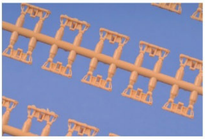
Interior detail includes plenty of stowage and spare shells.



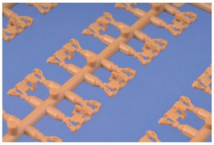
Tristar's later version Panzer IV wheels.



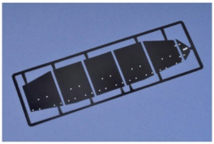
The wheels include separate black vinyl tyres to ease the painting burden.



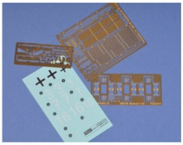
The individual track links are mid-production style.



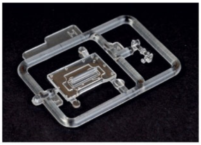
The guide teeth are hollow – nice touch.



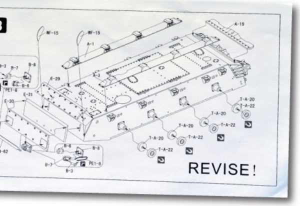
The Schurzen are laser cut from an incredibly thin plastic material.



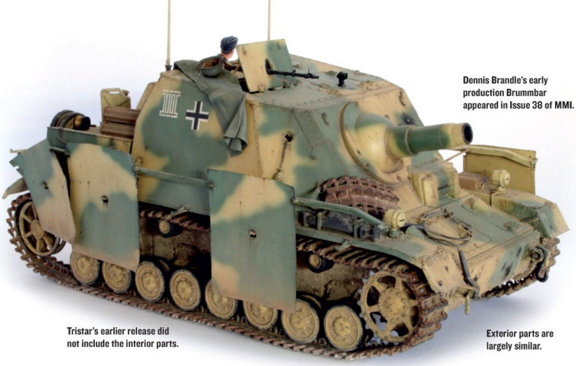
Three frets of photo-etched parts are included.



Clear parts are supplied for the driver's vision block panel and the Commander's scope.



Instructions have been revised and corrected.



Dennis Brandle's early production Brummbar appeared in Issue 38 of MMI.

Tristar's earlier release did not include the interior parts.

Exterior parts are largely similar.

the mid-production version of the Brummbar in 1:35 scale. In addition to the original kit parts, Tristar has now added an all-new and well detailed interior.

The new interior parts are supplied on three sprues. This interior includes a detailed gun breech and fighting compartment, spare shell stowage and radios. Driver's compartment and transmission are not included. The driver's vision block assembly is provided as a clear part. This should look great after careful masking and painting.

Three photo-etched frets supply even more detail for the interior and exterior, right down to the chains for the separate pistol ports. The thin laser-cut side skirts are hung from photo-etched mounts too.

The one-piece lower hull will ease construction, while the multi-part superstructure should not present too many challenges to moderately experienced modellers.

This kit offers three marking options for Brummbars attached to Abt. 216 in Italy during 1944.

BUILDING TRISTAR'S BRUMMBAR

Dennis Brandle presented his 1:35 scale Tristar early version Sturmpanzer IV in Issue 38 of Model Military International magazine. The majority of the exterior parts are the same in both kits, so his observations will be relevant to this instance too.

Dennis concluded that the Tristar kit was a more complex build than he expected – the multi-piece assembly of the armoured superstructure and the engine deck proved quite a challenge for someone who might be used to simple, single parts as in Tamiya and DML kits. The detail was good and even without any aftermarket items. There is no doubt that Dennis built a very good looking early Sturmpanzer IV.

The two shortcomings in the original kit - the errors in the instructions and the missing interior – have both been addressed by Tristar in this release.

For modellers about to embark on any Brummbar project, make sure you check out Richard Hedrick's Sturmpanzer.com website for some fabulous reference. ■

Thanks to Tristar for the review sample
www.tristar-model.com

Note 1: Background information sourced online from Wikipedia
http://en.wikipedia.org/wiki/Brummbär

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Z8037	Nap French Cuirassiers	£6.50
Z5001	T-34/76	£7.99
PEGASUS 1/72 SCALE		
PG7620	Panzer 38t x 2	£7.99
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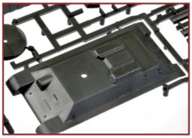
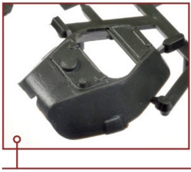
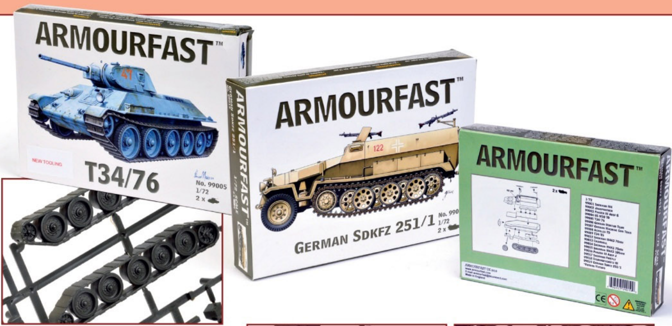
Small Scale A round-up of the latest news and releases in 1:72 and 1:76







ARMOURFAST

1:72 RUSSIAN T-34/76. KIT NO. 99005
AND GERMAN SD.KFZ. 251/1. KIT NO. 99019

Armourfast is a small British company specializing in simple, quick build World War II armour kits for the wargamer. They come with full two kits in each box and the moulding is reasonably detailed and quite crisp and clean considering their purpose. Armourfast's 1:72 scale Sd.Kfz. 251 has 28 parts on one sprue each in dark grey plastic with good detail on the outside of the hull, one one-piece track and suspension unit per side, a floor with rear seats for the inside but no driver compartment details. There are two machine guns, one with a shield, headlights and outside lockers but no tools.

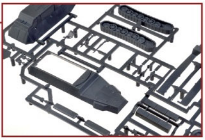
The T-34/76 has 23 parts in dark grey plastic on one sprue for each kit. Again the exterior detail is quite good, crisp and clean with all of the major parts but no tools. I noticed that one of the two exhausts on one of the T-34 sprues was missing, a good reason for having the sprues in plastic bags I think.

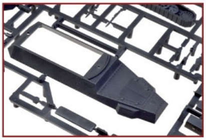
Neither of these kits comes with paint instructions or decals and the only build diagram is on the box rear.

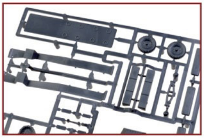
Another potential use for these kits is as a basis for a conversion or as spare parts. Although the level of detail is not to the same standard as the new generation of small scale models from Dragon or Revell, Armourfast kits are inexpensive and easy to build and therefore recommended.

Thanks to Armourfast for the samples.

Glen Porter







STARMER'S ARMOUR

1:76 BRIDGE SIGNS:
'A' TYPE FOR ARMOURED VEHICLES
'B' TYPE FOR SOFT SKINS AND TRAILERS

Well known historian and Allied armour colour specialist Mike Starmer has produced some 1:76 scale armour decals along with Peter Freeman. The decals are printed by Fantasy Paintshop

Although some of the markings in the Starmer's Armour range are for specific vehicles, many, including these, are for more generic purposes, in this case bridge signs. There are over 130 decals on each sheet and although in 1:76 scale there is negligible difference in size with 1:72 scale so they are recommended for both. I guess they are better off being undersize rather than oversize.

Each decal sheet comes with its own instructions and includes a list of what numbers go on what vehicle but they point out that not all vehicle types are included so you will have to check your references for the correct sign if you're modelling something obscure.

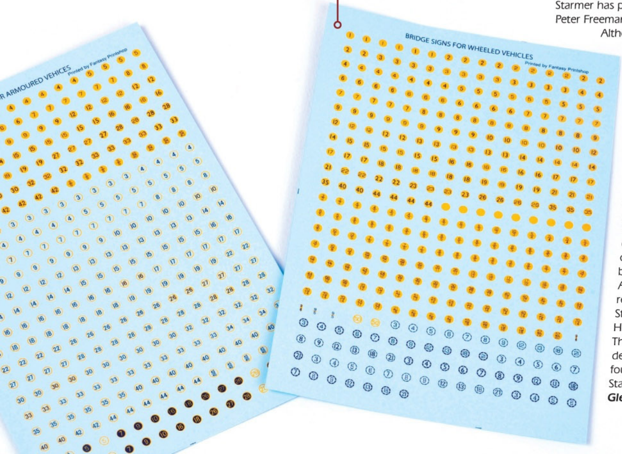
These are particularly handy as many early kits, especially 1:76 scale, served up decals that were out of register, the wrong type or simply included no bridge signs at all.

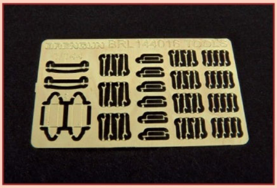
As a Braille Scale modeller, I have no hesitation in recommending these decals and in fact any of Mike Starmer's products.

Highly Recommended.

Thanks to Starmer's Armour for the samples. More details on other releases and availability may be found online at: www.onthewaymodels.com/kitlists/StarmersArmourdecals.htm

Glen Porter


R ARMOURED VEHICLES
Printed by Fantasy Printshop
BRIDGE SIGNS FOR WHEELED VEHICLES
Printed by Fantasy Printshop



BRENGUN MODEL ACCESSORIES

1:144
BRL144001 GERMAN SEATS.
BRL144005 US SEAT BELTS.
BRL144008 WORKSHOP LADDERS.
BRL144016 TOOLS.
BRL144007 BICYCLE.
BRL144010 GERMAN FUEL CANS.
BRL144003 GERMAN AIRFIELD PORTABLE CRANE.

Brengun Model Accessories is a resin and photo-etched manufacturer from the Czech Republic. So far, I have seen sets in 1:72 and 1:144 scale but they may do larger scales as well. Each PE fret has embossed on it "Etched by Hauler", another accessory manufacturer from the Czech Republic. I have no idea if there is any connection between them.

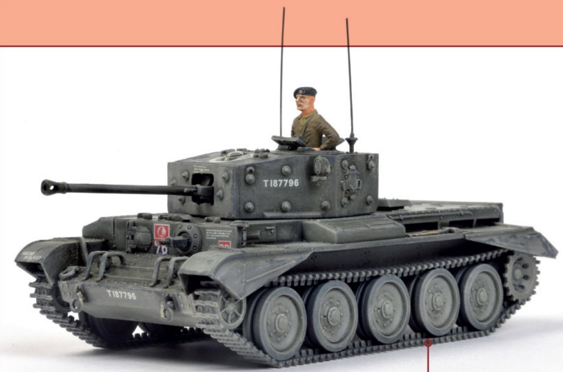
The resin and photo-etched parts are beyond reproach. The Jerry Can set has 24 items on 3 pour stubs with no flash or pinholes; just needing to be cut from the stubs and similarly, the resin items in the German Airfield crane set.

The photo-etch is very similar to some 1:72 scale sets of the same subjects but with a little less detail. I compared the Luftwaffe Seat set to the item in the Sweet 109F kit and they, along with some others, namely the bicycles and belts, look to be somewhat over scale.

I get a bit of rubbishing from fellow club members who build in 1:48, 1:35 or 1:32 scales because I've stuck with 1:72 scale. It is good-natured of course but I can understand where they're coming from, as it is how I feel about 1:144 scale. I am really looking forward to building the Macro Scale kits that I have but I don't think I will bother with these accessory sets, they're just too small, it would be like trying to build 1:48 scale kits with my feet.

However, for those into this scale, hopefully these impressive releases are a sign of things to come. Recommended.

Thanks to Brengun for the samples www.brengun.cz
Glen Porter



REVELL

1:72 CROMWELL

Not long ago, Revell was the undisputed king of 1:72 scale armour. The position has now probably been taken over by Dragon due to their excellently detailed kits but Revell is still running a very close second, mainly due to Dragon refusing to give us Braille Scalers link and length tracks. Mind you, Dragon's DS-100 tracks are very good, well-detailed and able to be glued with ordinary plastic glue. One of the kits that has kept Revell yapping at Dragon's heels, is the 1:72 scale Cromwell Mk. IV, kit no 03123 and what a beauty it is. British WWII armour is a bit thin on the ground in this scale. This is the only example from Revell, and there are none from Dragon apart from some Sherman Fireflies which are only partly British and a couple from Italeri, ex Esci, which are not up to the same standard.

Revell's 1:72 scale Cromwell has a couple of options that I didn't use. One is a hedge cutter, which I am told was made but there is no evidence of it ever being used. The other is a hood to go over the air intake at the rear. Most of the photos I could find at the time showed it also not being used.

The kit been around since 2001 so its not exactly new. I built it about eight years ago and it was one of the first armour kits that I tried weathering. Now, being an aircraft modeller, I used the same techniques that I had employed on aircraft. This didn't go down all that well when I showed it to some of my armour building friends.

When paint is abraded or chipped off an aircraft it usually shows bare metal, which oxidizes very quickly and I show as light grey, in fact Tamiya Light Sea Grey. AFVs on the other hand are made from armour plate that oxidize like aluminium. When the paint is scraped off it shows up as a dark grey.

The model has been sitting around for the last eight years waiting for me to get around to changing the weathering. I have now gone over the light grey using Tamiya German Grey applied with a fine brush and then given the whole vehicle a coat of Tamiya Weathering Master "A" (light sand) to give it that dirty, dusty look.

As an aside, the link & length tracks from this kit, if you can get them and Revell, (if asked nicely will sell then to you) can be used to improve both the Hasagawa and Airfix Crusader kits with the Airfix being the better of the two when and if they get around to re-releasing it.
Glen Porter

15 CM SCHWERES INFANTERIEGESCHUTZ 33/1 AUF SELBSTAHRLAFETTE 38(T) GRILLE

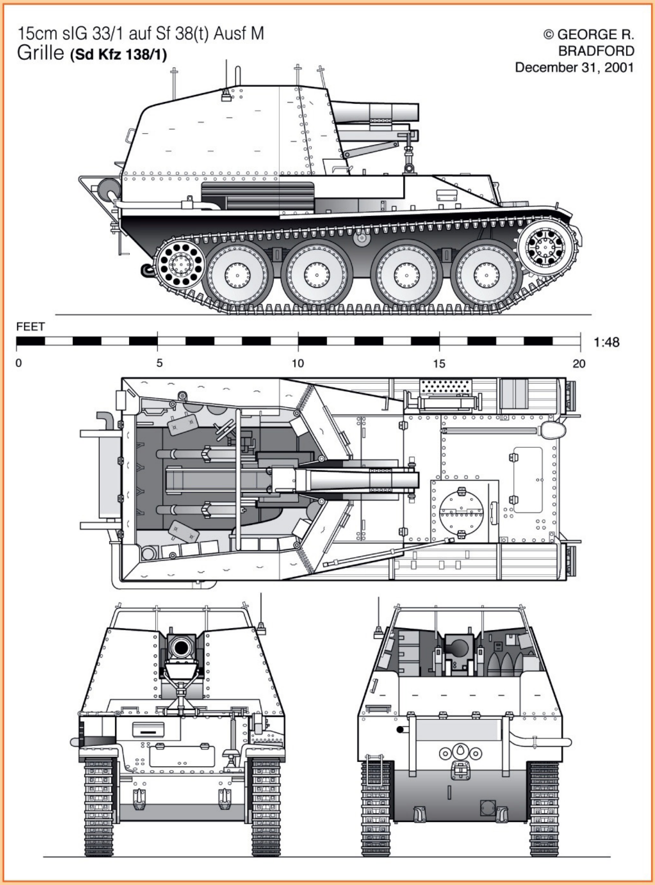
1:48 SCALE DRAWING BY GEORGE BRADFORD

This month's 1:48 scale drawing is a variation of the recently released Tamiya Marder.

It is the so called 15 cm Schweres Infanteriegeschutz 33/1 auf Selbstahrlafette 38(t) but for the sake of simplicity we will just call it Mr Grille! The main challenge you will have with this conversion is scratch building the gun itself. Other worthwhile additions might be the inclusion of the WWII Production tracks for the 38(t).

I believe the best reference source for this vehicle would be the "Nuts and Bolts" reference work on this subject.

This would make a great looking model as the real vehicle was finished in a wide range of camouflage schemes. ■


15cm sIG 33/1 auf Sf 38(t) Ausf M
Grille (Sd Kfz 138/1)
© GEORGE R. BRADFORD
December 31, 2001
FEET
0
5
10
15
20
1:48

THIS MONTH IN TMMI

Tamiya Model Magazine International 179 - Sept'10

- Tamiya's 1:24 Beetle is converted into the most famous VW of all time, Disney's Herbie!
- Stan Spooner toughens up Tamiya's 1:48 Hummer...
- Varja Miniature's impressive 1:35 D9 Dozer in USMC colours...
- Testors Aztec A480 airbrush
- Revell's sublime 1:72 Panzer III
- Trumpeter's 1:12 Ford GT40 Mk.II

and much more...

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THIS MONTH IN MAI

Model Airplane International 061 - August10

- Kwik Builds of the CMR 1:72 Vampire F.3 and FB.5 by Libor Jekl, ICM 1:72 He 70 b y Mike Williams, HobbyBosss 1:72 Lynx Mk 88 by Alan Bottoms & Special Hobby 1:48 Spitfire Mk Vc by Steve A. Evens
- Trumpeter's new 1:48 Sukhoi Su-24M built by Steve A. Evans
- Libor Jekl builds Special Hobby's new 1:72 Westland Whirlwind F Mk I
- Detailing the Airfix 1:48 Buccaneer by Daniel Zamarabide

and much more...

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September 4th

Cornish Scale Modellers (IPMS West Cornwall) annual model show will be held on 4 September 20101 at St.John's Hall, Alverton St.Penzance, TR18 2QR from 10:00-16:30.

There will be Clubs, Traders, & Competitions on the day.

Admission - adults £1.50, children £1.

Contact Tim Rowley (Chairman) 01736 757945 or Dave Edwards 01736 360683. e-mail ipmswestcornwall@hotmail.co.uk

September 5th

South Wales MAFVA Open Afternoon.

The South Wales Branch of the Miniature Armoured Fighting Vehicle Association (MAFVA) are having an Open Afternoon on Sunday 5th September 2010 at St. Johns Church Hall, Rachel Close, Danescourt, Cardiff, CF5 2SH from 2.30pm to 5.00pm, free admission.

On display will be a good selection of models built by members of the Branch, covering periods from WWII to the present day with models from a variety of different nationalities. There will also be displays by some of our modelling friends from South Wales.

You are invited to come along and see what we do and to ask us any questions about how we made our models or about how you can improve your hobby by joining an association such as the MAFVA.

For further details please contact: Paul Gandy, South Wales MAFVA Branch Secretary, 2 Maes Y Grug, Church Village, Pontypridd, CF38 1UN. Tel:01443 208447

September 19th

The Sutton Coldfield Model Makers Society Model Spectacular 2010 will be held on Sunday 19th September from 10.00am to 4.30pm. There will be a model competition in Junior & Senior categories, Visiting Clubs and Traders.

Admission £3.00,
Concessions £2.00
Contact Point for Clubs – Matt Johnson 01827 61155
Contact Point for Traders – Robert Day 0176 654 0469
http:suttonmodellers.fotopic.net

October 3rd

The 2010 East Anglian Model Show will take place on Sunday, 3 Oct 10, at Ipswich Town Football Club, Portman Road, IPSWICH, Suffolk IP1 2DA, between 10:00am and 4:00pm. Admission is £3.00 for adults, £1.00 for accompanied children (12 years and under) and £1.50 for concessions and unaccompanied children. The event incorporates the East Anglian Model Competition, which features specially commissioned winners' medals that are attractive and truly unique. A bar and refreshments are available throughout the day. More information may be found online at www.ipms-ipswich.org.uk, or by email to Kelvin English at kelvin.english@live.co.uk

October 10th - CANCELLED

EAST ANGLIAN MODEL SHOW

It is with great regret that I have to inform you that our East Anglian Model Show will not be going ahead on Oct 10.

We apologise for any inconvenience this might cause.

Kev Baxter, Secretary, IPMS Ipswich

October 23rd

Help For Heroes Model Show.

On Saturday 23rd October 2010 between 10am and 4pm Bognor Military Modelling and Wargaming Society will be holding their annual open day at the West Meads Community Hall, Bognor Regis PO21 5SB.

On display will be members completed work and works in progress, the wargaming members will have a game in progress for visitors to join in if they wish. Also on display we normally have some military memorabilia that members have collected.

Attending this year will be The Airbrush Company who will be demonstrating airbrushing techniques along with Great Wall Hobby kits, Lion Roar accessories and Lifecolour paint range. For the second year running Dispatch Books will be in attendance with a selection of pre-owned military and non military titles.

Each year we choose a charity to support and this year it will be Help for Heroes who will have a representative and merchandise for sale, entry is by donation to Help for Heroes, money generated from the Open Day will go forward to Help for Heroes to transform the lives of wounded service personnel.

Two free car parks are available along with refreshments available during the show.

For any further information contact Nick Sandford by e-mail: nick_sandford@hotmail.com

October 20th-24th

IPMS HELLAS ANNUAL EXPO-COMPETITION.

The IPMS-Hellas Annual Expo - Competition, will take place from 20 to 24 October 2010, at the Apollo Multi-purpose venue in Piraeus, Greece. (see the map here: www.nomarhiapeiraia.gr/Templates/polihoros/7.htm)

The competition will be held in the Main Hall and this year there shall be a separate hall for the trade stands.

For more information visit www.ipms-hellas.gr/index_UK.htm

Or contact us at this e-mail: ipms-hellas@windowslive.com

October 23rd

North Surrey Military Modelling Group Annual Show.

North Surrey Military Modelling Group will be holding its annual show and open competition at the Thomas Wall Centre, Benfleet Avenue, Sutton, SM1 4DP on Saturday 23 October 2010. The usual array of traders and clubs will be in attendance and modellers of all subjects are invited to attend. Further details contact David Grummitt, davidgrummitt942@hotmail.com, tel. 07879 605322.

October 30th

Gravesham Military Modelling Society will be holding their annual Open Day and competition on Sunday October 30th at Chalk Parish Hall, Lower Higham Road, Chalk, Gravesend, Kent.

The show has a great friendly atmosphere supported by local traders and model clubs, as in previous years the competition classes are open to all with a maximum of three entries per person in any one class.

Doors open at 10.00 until 16.00.

For further details and bookings please contact Jean Bickerstaff on 01474 327003

G.M.M.S. web site may be found at www.gmms.org.uk

Sat Nav post code DA12 2NB

November 4th-7th

HELLENIC MODELLERS GROUP

One of the biggest Plastic Modelling Events, with more than 300 models on display, will take place in Aigio-Greece from 4 to 7 November 2010.

The show will include modelling competitions open to members and non-members and will also have trade stands. There is free entrance to the exhibition and all are welcome to attend.

More information can be found on www.helmo.gr

Contact Nick Oliver Kalimeris - Tel 01865763997

November 6th

IPMS MIDDLE TENNESSEE MODEL CONTEST

IPMS Middle Tennessee will be hosting their club contest on 6 November 2010.

The venue will be the Rutherford County Agricultural Center, 315 Rice Blvd, Murfreesboro, TN 37129, USA.

Doors open for vendors at 6:30am, and for the public at 8:00am.

For additional information please contact Novus Henry by email on nhenryjr@bellsouth.net or by phone on (615)-478-2305; or Tom Winter by email at a330driver@bellsouth.net or by phone on (615)-479-7737.

November 20-21st

First international Nordic Challenge scale modeling exhibition will be held in Hämeenlinna, Finland.

We have categories for all scale models , figures, vignettes and dioramas. The event will take place in the medieval castle of Häme.

Workshops from top modelers and figure sculptors like Adam Wilder (USA) and Pekka Nleminen (FIN). Top attractions nearby like the prison museum, artillery museum and the famous Parola tank museum are nearby. We will also have a Christmas party!

Please visit our website www.nordic-challenge.net for more details.

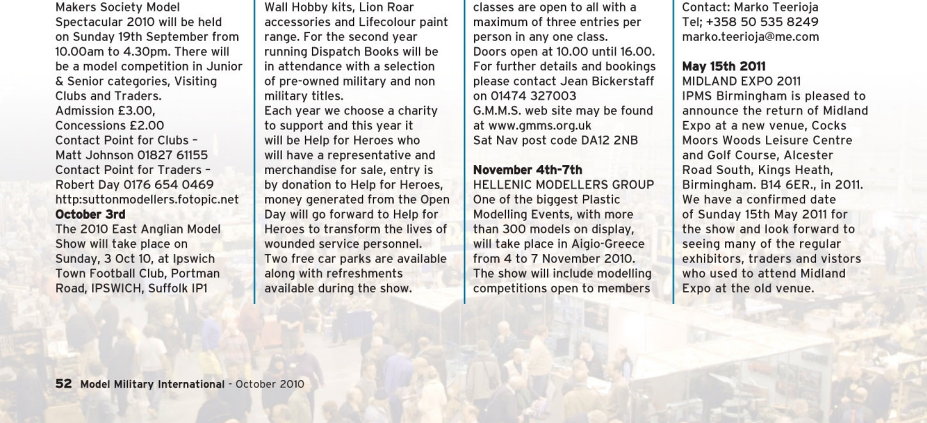
Contact: Marko Teerioja
Tel; +358 50 535 8249
marko.teerioja@me.com

May 15th 2011

MIDLAND EXPO 2011

IPMS Birmingham is pleased to announce the return of Midland Expo at a new venue, Cocks Moors Woods Leisure Centre and Golf Course, Alcester Road South, Kings Heath, Birmingham. B14 6ER., in 2011.

We have a confirmed date of Sunday 15th May 2011 for the show and look forward to seeing many of the regular exhibitors, traders and vistors who used to attend Midland Expo at the old venue.



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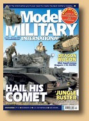
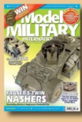


Issue 31

- Dragon's Braille scale AAVPAI
- Bronco's Comet cruiser tank
- Trumpeter's Air Defence LAV
- Trumpeter's PT-76
- IPMS Portugal Exposition report
- Tamiya Opel Blitz
- Jordi Rubio's Kf.13 Adler
- M48A3 'Patton' reference

» and more...



Issue 32

- Free Tankfest'08 supplement Pt.1
- Cromwell Models FV432/2 APC
- Bronco's Land Wasser Schlepper Pt.1
- Dragon's zimmerit coated panzer
- Bronco's Staghound conversion
- Dragon Dicker Max
- Overloon museum report
- Dragon 1:6 Kübelwagen
- FV430 Mk3 Bulldog reference

» and more...

Issue 33

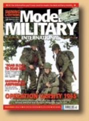
- Free Tankfest'08 supplement Pt.2
- P-47 Thunderbolt diorama
- West Cornwall model show report
- Revell M48A2G conversion
- Dragon Sturmhaubitze 42 Ausf. G
- Bronco's Land-Wasser-Schlepper Pt.2
- Resicast T16 carrier and 6 pounder anti-tank gun
- Budget airbrushes comparison

» and more...

Issue 34

- Italeri' 1:35 Schnellboot S-100 Pt1
- Resicast Rolls-Royce armoured car
- AFV Club Churchill Mk.III
- Dragon Jagdpanther
- Scale Model Factory show report
- Tasca Direct Vision Sherman II
- Tamiya 1:35 Jagdtiger
- IDF BTR-40 reference

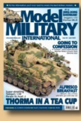
» and more...



Issue 35

- Dragon Airborne figure set Dio
- Tamiya 1:48 KV-2
- Tamiya re-released Italian M13/40 and M40
- Legend Productions Merkava Mk.III Baz
- HobbyBoss V100 armoured cars
- Italeri S-100 Schnellboot
- Cromwell Models 1:35 Cougar and Haulers 1:48 Krupp Truck
- Academy' MH-53E Sea Dragon

» and more...



Issue 36

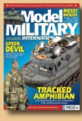
- Dragon El Alamein Sherman
- Nuremberg Toyfair Report
- Tamiya 1:48 Panzer IV Ausf. J.
- Dragon 1:72 Sherman Mk.III
- Miniart ZIS-2 57mm anti tank w/crew
- Monroe Perdu church front dio
- Italeri 1:35 Staghound AA
- Voyager detailing sets
- Vietnam era PBR river patrol boat ref

» and more...

Issue 37

- Accurate Armour series III Land Rover
- Tamiya Chieftain Mk.5 - Mk.10 Conversion
- Tamiya 1:48 Austin Tilly
- Panther/Panzer IV Hybrid conversion
- Tamiya Jagdtiger
- Italeri Crusader Mk. I
- Tamiya 1:48 Marder III
- 1:35 HobbyBoss AAVP-7A1
- Leopard 2A6M reference

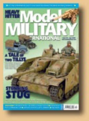
» and more...



Issue 38

- Dragon T-34/76 Mod.1942
- Tristar Sturmpanzer IV (Early)
- Tamiya Churchill Mk. VII
- Jeff Shiu 120mm Fallschirmjager
- HobbyBoss late-war Landwasserschlepper
- Dragon 1:35 "Bison I"
- Academy 1:35 Merkava IV
- "Commando' armoured car reference

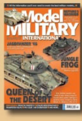
» and more...



Issue 39

- Dragon's 1:35 Panther G w/ Zimmerit
- Tamiya and Accurate Armour 1:48 Tillys
- Dragon 1:35 scale 15cm Field Gun
- FRONT LINE BAE Systems Panther
- Trumpeter 1:35 railway artillery shunt
- Dragon 1:35 "Smart Kit" Stug
- Building a Display Case Part 1
- AMPS 2009 show report

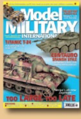
» and more...



Issue 40

- Dragon 1:35 Panzer IV
- Tamiya's 1973 Matilda upgraded.
- Tamiya Matilda Mk.III/IV.
- Italeri 1:35 Bergepanther
- Accurate Armour 1:35 Jagdpanzer E10
- Dragon 1:72 US Marine Corps Amtrac
- Trumpeter ASLAV 25
- Building a Display Case Part 2

» and more...



Issue 41

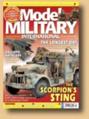
- MiniArt 1:35 Bantam as a Scout Car.
- Tamiya's all-new Jagdtiger.
- Zvezda 1:35 Mercedes L4500A.
- Trumpeter 1:16 T-34/85 - wrecked.
- Trumpeter 1:35 VRC-105 heavy armoured car.
- Tamiya 1:35 Citroen 11CV Traction and LRDG Chevy.
- Tamiya 1973 vintage Matilda Pt.2
- Building a Display Case Part 3.

» and more...

Issue 42

- Tamiya 1:48 Sd.Kfz. 251/1 Ausf.D
- Cromwell Models 1:35 Cougar MRAP
- Tamiya Marder III Ausf.M superdetailed
- Tamiya 1:35 Citroen 11CV Traction
- Accurate Armour Alvis Stalwart
- Trumpeter 1:35 Sd.Kfz. 7/1 2cm Flakvierling 38
- 1:35 scale D-Day Diorama Part 1
- Building a Display Case Part 4

» and more...



Issue 43

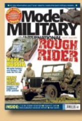
- Tamiya 1:35 LRDG Chevy conversion
- Hobby Boss 1:35 M26 Pershing
- Scratch built 1:35 Vidalwagen
- 1:35 D-Day Diorama Part 2
- Italian campaign diorama
- Greatwall Hobby 1:35 sWS 60cm Infrared Searchlight Carrier "Uhu"
- Finishing School Part One
- Revell 1:35 scale Jaguar by Al Bowie

» and more...

Issue 44

- AFV Club 1:48 Sd.Kfz. 251 Ausf. C.
- Tamiya 1:48 scale Sd.Kfz. 251 Ausf. D and AFV Club kit comparrison
- MiniArt 1:35 Dingo.
- 1:35 D-Day Diorama Part 3
- Hobby Boss 1:35 V100
- Trumpeter 1:35 Bergepanzer IV
- Finishing School Part Two

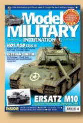
» and more...



Issue 45

- Tamiya 1:35 Jeep
- Tamiya 1:35 ISU-152
- Zvezda 1:35 ISU-152
- Trumpeter 1:35 B4 203mm Howitzer
- Dragon 1:35 E-100
- Brian Balkwill's flight of fancy
- Finishing School Part Three
- Dragon 1:72 Jagdpanzer IV L/70

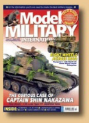
» and more...



Issue 46

- Tasca early Sherman to T6 prototype conversion using TMD resin
- Dragon 1:35 disguised Panther G
- Trisar Sd.Kfz. 222
- AFV Club 1:35 Centurion
- Tasca 1:24 Panzer II Ausf. F
- Finishing School Part Four
- Badger Airbrush Test Drive
- Dragon 1:35 scale Dragon StuG III

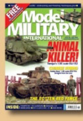
» and more...



Issue 47

- Fine Molds 1:35 Type 97 Chi Ha
- MiniArt 1:35 Dingo
- HobbyBoss 1:35 ZTZ-99A
- Trumpeter 1:35 ASALV-25 updated
- Italeri 1:35 Carro Armato P40 Italian Heavy Tank
- Finishing School Part Five
- Iwata Revolution TR-0 Bench Test
- Hobby Boss 1:35 AAVP and LWS

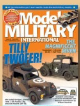
» and more...



Issue 48

- Tasca 1:35 Sherman II Direct Vision
- Trumpeter 1:35 Guardian
- Tamiya 1:35 ISU-152 Part 2
- Hobby Boss 1:35 ZTZ-99A
- CMK 1:35 LT vz.35 light tank
- Finishing School Part Six
- Cherbourg 1944 small scale dio Pt 1
- Dragon 1:35 Wirbelwind
- AFV Club 1:35 Sd.Kfz.251/3 Ausf. C

» and more...



Issue 49

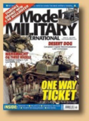
- Tamiya 1:35 Austin Tilly
- SKP 1:35 Austin Tilly
- Trumpeter 1:35 Sd.Kfz. 7
- Hobby Boss 1:35 ZLC-2000
- Zvezda 1:35 L 4500 R
- Finishing School Part Seven
- Hobby Boss 1:35 T26E4
- Cherbourg 1944 small scale dio Pt 2
- AFV Club 1:35 T-34/76 Clear Edition

» and more...

Issue 50

- HobbyBoss 1:35 AAVR-7A1
- 2009 IPMS USA Nationals
- Italeri 1:35 S-100
- Tasca Sherman III Mid-Production
- Trumpeter 1:35 Panzerjaeger Triebwagen 51
- Zvezda 1:35 ISU-152 Pt.2
- Dragon 1:35 sIG 33 auf Fgst.Pz.Kpfw. III
- Trumpeter 1:35 ZLC-2000
- Zvezda Mercedes L4500R Maultier

» and more...



Issue 51

- Real Model 1:35 Coyote conversion
- 2010 AMPS Show Report
- Tamiya 1:48 Komatsu G40 Bulldozer
- Dragon 1:35 T19
- Greatwall Hobby 1:35 BMW R75
- BVM 1:35 Zis-30
- Greatwall Hobby 1:35 sWS Flak 43
- Italeri 1:35 LCVP + Jeep
- Trumpeter 1:35 upgraded Challenger 2

» and more...

Issue 52

- Dragon Sturmgeschutz IV
- Tamiya 1:35 BT-7 Model 1935
- Shizuoka Hobby Show report
- Spearhead Miniatures 1:9 British Paratrooper figure.
- Tamiya 1:35 T-55 in Iraqi markings
- Small-scale Cherbourg diorama Pt.3
- Legends Tusk II Conversion
- Dust Walker and Figures

» and more...

Issue 53

- Trumpeter 1:35 scale LAVR
- Dragon 1:35 Sd.Kfz. 251/22 Ausf. D.
- Squadron's EagleQuest XIX
- AMT's 1:25 Ford Station Wagon conversion
- Badger Velocity Airbrush bench test
- GHQ 1:285 scale Diorama
- Small-scale Cherbourg diorama Pt.4

» and more...

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Figures - A round-up of the latest figure sets on release...

WWII RUSSIAN FIELD COMMANDER
TAMIYA
1/16 WWII RUSSIAN FIELD COMMANDER (36314) 11403446
TAMIYA, INC.

TAMIYA

1:16 WWII RUSSIAN FIELD COMMANDER ITEM NO. 36314

Tamiya's latest release in their 1:16 large scale figure series is a WWII Soviet Field Commander.

The figure comprises 28 pieces on a single sprue. As you might expect, moulding quality of the grey plastic parts is faultless.

The Commander is standing, holding a PPSh-41 sub-machine gun and beckoning troops behind to follow him. The PPSh-41 is worthy of mention, being made up from five parts including two halves to form a hollow cooling jacket.

The figure is broken down into front and rear halves of the torso and upper legs, with a three-piece head and separate cap, with the arms, legs, hands and boots also made up from multiple parts. Detail looks good. Instructions take the form of part numbers on a built and painted figure on the back of the box. Construction looks pretty straightforward.

The shoulder boards, medals and even six sets of eyes are helpfully supplied as crisp decals. Nice touch.

Finally, a tiny trivia item, Tamiya has used a resealable plastic bag for this figure. This is a good move in my opinion.

Recommended to large-scale figure fans.

Tamiya kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

WWII U.S. FIELD MAINTENANCE YARD w 2 FIGURES
TAMIYA
ITALERI

TAMIYA

1:35 WWII US FIELD MAINTENANCE YARD – LIMITED EDITION • ITEM NO. 25106

The older – or perhaps I should say more mature – modellers among us will recall the 1:35 scale Italeri field tool shop set from the 1970s. This set included a variety of tools, large and small, plus a jib, oxygen bottles, fuel drums, a trestle table, a compressor, a ladder and more. This was a well-presented and nicely detailed kit when it was released, and it has not really lost any of its lustre in the decades since.

Tamiya has updated this set with a new sprue, the focus of which is two new US figures standing in casual poses.

This limited release will offer plenty of potential for vignettes and dioramas with American tanks and other vehicles.

Recommended.

Thanks to The Hobby Company Limited for the sample www.hobbyco.net

ZVEZDA

1:35 GERMAN INFANTRY EASTERN FRONT WINTER 1941-42 • ITEM NO. 3627

Zvezda continues to expand its 1:35 scale figure sets with its latest release, "German Infantry. Eastern Front Winter 1941-42".

Four figures are included. Two are kneeling – one pointing and the other firing a Kar-98K rifle. The third is running and the fourth is firing his rifle from the prone position. All four Wehrmacht figures are wearing greatcoats and have improvised winter camouflage moulded to their helmets.

The parts are moulded onto two sprues – one for the figures and one for equipment and weapons.

Moulding quality is up to the high standards of Zvezda's recent releases, and the poses are natural and versatile. The faces look appropriately cold and haggard. A single base with one footprint is supplied for the running figure, to permit him to stay vertical in his otherwise gravity-defying pose.

Zvezda's "German Infantry. Eastern Front Winter 1941-42" figure set will be useful to modelers interested in the battle for Moscow and Leningrad in the winter of 1941-42.

Recommended.

Zvezda kits are distributed in the UK by The Hobby Company Limited www.hobbyco.net

MASTER BOX LTD

1:32 FAMOUS PILOTS OF WWII KIT 1 • ITEM NO. MB3201

Models of aircraft in 1:32 scale have made a serious resurgence in recent years but up until now, no mainstream plastic manufacturer has provided figure sets to cater for this now popular scale. Thanks to Master Box, this gap has now been filled. I have always had a soft spot for this manufacturer as they tend to think outside the square in terms of delivering different subjects with a high degree of style and presentation. This new release hits the mark on both counts. The figures presented for review are moulded on one plastic sprue. The pilots covered are Lilly Litviak from the Soviet Union, Dick Bong from the United States, Werner Molders from Germany, Johnnie Johnson from England, Saburo Sakai from Japan and Albert Marcel from France.

All of the figures are moulded as an upper and lower torso, with heads and arms as separate items. The facial details (which can make or break any figure) are very well done and are a credit to the sculptor involved. The only weak point is the molding of the ears, which are admittedly difficult in this medium. The flight suit details are crisp as are the fabric folds. The figures themselves measure out at around 5′ 9″ or 10″ in the imperial scale and are acceptable in height and bulk.

The box top is of particular note, as the cover top illustration is first rate and can be used as a reference for painting. The figure poses follow the box top illustration for all but Johnnie Johnson. This figure is in my opinion is a better pose than the box top illustration. This figure would not look out of place standing next to the new Tamiya Spitfire.

To round out this set, a glossy booklet is included with histories of the pilots depicted.

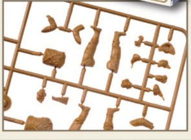
This is an outstanding figure set.

Highly Recommended.

Luke Pitt

Thanks to Creative Models Limited for the sample www.creativemodels.net

scale 1/32
MB
Famous Pilots of WWII. Kit 1



Letters

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CHRIS WAUCHOP'S SCHNELLBOOT

I enjoyed Chris's Schnellboot article in the June issue of MMI, and I would like to ask him about the material he used to replicate the canvas dodgers.

He refers to them as having been made from paper-backed lead foil. I am not familiar with this and would like to know more about it and how Chris used it.

Did the paper remain in place or did he remove it? Is it sold under a specific brand name?

Allan Mills
Canada

Ed says;** **Hi Allan, Chris obtained this paper-backed lead foil from his days working in a photographic studio. The same sort of material may be used today in association with medical and dental X-Ray films.
If any of our readers have ideas as to current sources for this material, please let me know by email on editor@modelmilitary.com

MODELLING AND WARGAMING CROSSOVER

I read Dick Heath's letter in Issue 53 with great interest, in that our views are somewhat parallel. I have started a cottage industry producing finished models in 28mm scale for wargamers and collectors. This was born out of a two fold passion - that for modelling and that for wargaming.

I wargame in many periods, but my personal favourite is WWII games. I also concur with Mr Heath's assessment of the current offering of diecast or resin models produced by the market. The diecast models have the survivability needed on the gaming table, but can be toy-like. The resin and white metal kits produced by 28mm figures companies tend to be block-like, with wheels, tracks and so forth cast on.

I decided to look around for appropriately scaled diecast pieces that I could refurbish into finished items in this scale. I choose 28mm for three reasons. Firstly I game in 20mm (1:72 to 76) and could therefore part with what I made more easily. Secondly there are excellent companies servicing the 20mm market like Dragon, forces of Valour and so forth, and thirdly, being that bit bigger, this scale allows for more scope for detailing and finishing than I could achieve in Braille Scale.

I call myself Battlewagons, (I was in mechanised Infantry for a brief period in my youth, and that was our nickname for our APC,s). I am trained as an Architect, so am acutely aware of scale and ergonomics. I have spent my professional career changing derelict and forgotten buildings into something useful, and thought why not do this with old model castings. I aimed to produce finished models that were robust, but reasonably detailed and correct, that would stand equally well as display or wargames pieces. I wanted separate wheels and tracks, open hatches and above all crew figures to bring the pieces alive! This is something most of the diecast companies miss out on. Either they do not provide figures at all, or they are a bit rubbish! The exception is Dragon, who produce beautifully finished figures to go with their 1:72 scale output, but only occasionally. What we really need are some 1/56 scale snap together tracks for the main tanks from someone like SKP Model. I am sure the likes of Warlord Miniatures and so forth would snap these up (forgive the pun).

In terms of scale, a 28mm figure goes best with a 1/56 scale vehicle. In my opinion 1/48 is oversized (just look at North Stars 1/48 scale figures which are correct and dwarf any 28mm figure). Only Hobbymaster, to my knowledge produce 1/56 scale armour - a Tiger and a Sherman, which get snapped up by wargammers I am sure.

I modelled in my youth, but like so many of your readers of a certain age (that is, mine - 40 something), wanted to get an idea of how to go about getting back into modelling. I purchased MM and immediately became a devotee. I aim to achieve a modeller's finish on my pieces, if a bit under-weathered, and find your magazine a superb source of reference, inspiration and technical know-how in equal measure. For example the item on the Japanese tank which used the diecut paper ferns from Kamizukuri gave me the idea of using them on the bases of my Australian jungle artillery sets. I studied your magazine each month and built up the techniques you depict such as modulation, pin washes, and so forth.

I am trying to build this into a business, and am in discussion with an excellent figure producer about a joint venture to produce a range of crews to go with our first diecast vehicle. The idea is to produce diecast kits, with rubber tyres and cast accessories (I had an excellent set made for the Daimler Armoured and Scout Cars, which use old Dinky castings in 1/60 to 56 scale, I do, made by David Love of Mountford Metal Miniatures), as well as finished sets firmly aimed at the wargamer and collector. The photo of the captured Dingo shows the techniques I picked up from your excellent articles.

I attach some photos of my work (the Su-100 shows a before and after shot), and a would be delighted to hear from any of your readers if interested. Currently I produce, in 1/60 to 1/50 scale, Willys Jeeps, Tilleys, Morris C8 and derivatives, Chevies, Bedford QLT, Sherman, Tiger, King Tiger, 8 Rad, 232 Aus a to d, GMC trucks, Dodge Wc series, Rolls Royce Armoured Cars, 25 pounders, 18 pounders A/T, 6 pounders A/T, 17 pounders and MAT tractor, 5.5 inch guns and Matadors, 7.2 inch guns and Scammell Pioneer tractor, MH armoured cars, M8 US combat cars, Soviet SU-100's, AEC Armoured Command Vehicles, and of course Daimler scout and armoured Cars (including the Italian Lince). My absolute favourite, which we have a few in at present is the Vickers Light tank.

Mr Heath is, I am convinced correct in assertion regarding the crossover market between Modelling and Wargaming.

Regards and keep up the good work,

Bruce Murray
Felton, Northumberland, England

LAV-A2 Armoured vehicle
TRUMPETER
1/35 SCALE

TRUMPETER

1:35 SCALE LAV-A2 ARMOURED VEHICLE
ITEM NO: 01521

Over the last couple of years, Trumpeter has brought us several variants of the LAV family and, yet again, here is another of a more recent variant, the LAV-A2 with updates such as improved armour and a better weapons system to more effectively put the 25mm chain gun to use.

In the box are seven sprues and two main body halves, eight rubber tyres, a sheet of etched brass, all adding up to two hundred and ninety three parts. Also included are a small decal sheet, a double-sided A4 colour reference sheet and a ten page instruction manual with well drawn diagrams clearly showing parts placement.

Looking at the parts themselves, everything appears to be well detailed and very cleanly moulded, with minimal clean-up required when putting this kit together. I like the fact that the extra armour is all separate and not just cast on.

The photo etched parts, being the engine screens, turret baskets and other parts, are nicely done and are easy to remove from the fret, looking at them up against the areas they are intended for, they look as though they will fit nicely.

The driveline is well detailed, and comes with the wider type of wheels and tyres.

The turret is new with location marks to fit the additional armour, and has the new fluted type gun barrel and a cleaned up M240 MG, with a new mount. These can now be purchased as a set on their own.

This is a very nice, and welcome variant for the modeller's LAV collection, though I felt a little let down upon finding no stowage, packs ration boxes, or figures to go with this. It just would have topped off the whole package. At the end of the day, though, it is not a major issue.

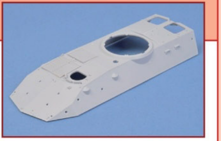
This is a great model, and all modern vehicle enthusiasts should grab this one. It really is very nice.

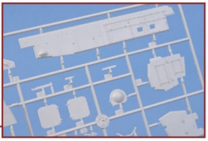
Highly Recommended.

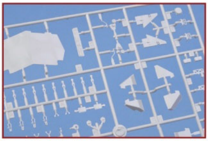
Distributed in the UK by Pocketbond.

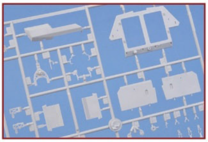
Thanks to J.B. Wholesalers for the sample www.jbwholesalers.com.au

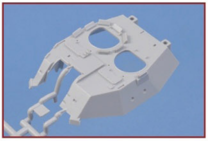
Andrew Judson

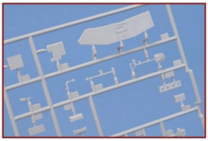


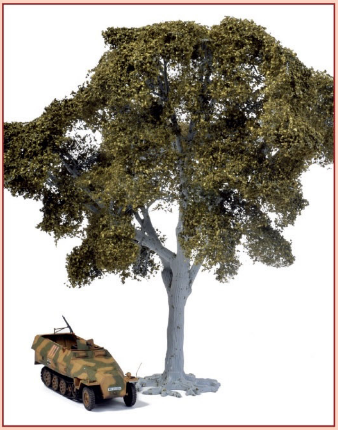












SIST TREES

ARCHITECTURAL MODEL TREE

"I think that I shall never see
A poem lovely as a tree..."

American poet Joyce Kilmer may have been correct; but in spite of their aforementioned loveliness, trees can still be a challenge to reproduce authentically in a diorama.

There is a large selection of foliage available in OO/HO scale thanks to our model railroading brethren, but many of these trees and shrubs are noticeably small for 1:35 or even 1:48 scale subjects.

A British company called SiSt Trees has now released a range of large trees that are labelled 1:48 scale but would also be perfectly suitable for 1:35 scale too.

SiSt's LS series comprise eight trees in heights varying from 300mm to 450mm, and priced between £15.00 and £30.00.

The sample sent to MMI is around 300mm tall, with an impressively wide canopy. It would look great as a large mature tree alongside 1:48 scale vehicles and figures, or as a medium sized tree in 1:35.

In the photos accompanying this review, I have placed my 1:48 Sd.Kfz. 251 alongside the tree to give an idea of its scale.

There is absolutely no assembly required. Open the box and place the tree in your diorama – it can be as simple as that. However, many modellers will choose to weather the plain grey plastic trunk and branches of the tree with some judicious application of the airbrush, washes and pigments.

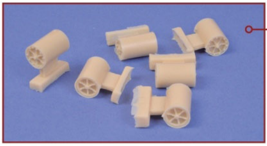
SiSi Trees will be a versatile and attractive centrepiece for dioramas of any era in either 1:48 or 1:35 scales.

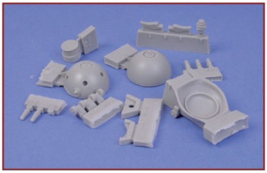
Recommended.

SiSt Trees are available online from their website www.themodeltreeshop.co.uk

Check www.themodeltreeshop.co.uk/acatalog/Large_Scale_Trees.html for more details.

Brett Green





SCHATTON-MODELLBAU

1:35 SCALE
ITEM NO. 3545 – DEPTH CHARGES
ITEM NO. 3546 – S-BOAT SEA MINE

Schatton-Modellbau from Germany has released two simple but very effective accessories for Italeri's 1:35 scale Schnellboot Typ S-100.

The first is a set of six resin depth charges. Each depth charge is presented as a single part on a relatively thin casting block. Casting quality is good. Installation will be a breeze – just paint the depth charges and place them on the on the back of the boat's deck. The only extra work will be adding tie-down cables.

The second set provides a single 08/39 Sea Mine. This classic spherical mine is made up from 15 parts in grey resin. The mine should be an interesting little model in its own right, but it will also be a focal point on the deck of an S-Boat if you choose to install it there.

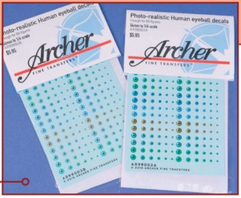
Preparation and assembly should not be difficult if you have adequate reference. A heavily pixelated and contrasty reference photo is included, but instructions are not. A simple set of instructions would certainly have taken the doubt out of assembly.

These two resin upgrades will be welcomed by modellers working on Italeri's big 1:35 scale S-100.

Recommended.

Thanks to Creative Models Australia for the samples www.creativemodels.com.au

Brett Green



M3A1 Halftrack
Modern US National Insignias
Archer
FINE TRANSFERS
$5.95
$6.50

ARCHER FINE TRANSFERS

AR35320 – 1:35 M3A1 HALFTRACK MARKINGS, 1ST ARMY, 62 ARMORED FIELD ARTILLERY
AR35321 – 1:35 M3A1 HALFTRACK MARKINGS, 12TH ARMOR DIVISION, 56TH INFANTRY
AR35322 – MODERN US NATIONAL INSIGNIA
AR99003A – HUMAN EYEBALL DECALS
AR99003B – HUMAN EYEBALL DECALS

Archer Fine Transfers has an interesting selection of recent releases.

The first two are marking sets for 1:35 scale M3A1 Halftracks. These will be ideal for the new Dragon kit. Archer's Halftrack markings are dry transfers, meaning that the decals are rubbed down onto the painted model without the need for water. I have used Archer Dry Transfers recently myself, and they worked beautifully. However, if you are a dedicated wet-decaller, Archer supplies instructions for two wet application methods using these decals.

All markings on both sheets are white, and each set provides markings for one specific vehicle in overall Olive Drab. AR35320 has markings for an M3A1 of the 1st Army, 62 Armored Field Artillery, B-Battery; while AR35321 covers the 12th Armor Division, 56th Infantry.

Full colour instructions are included in each set, and further reference photos are available on Archer's website.

Modellers of modern subjects will be pleased to see a selection of black US Stars in set No. AR35322. 3", 6" and 12" stars are supplied for bumpers, sides and tops of modern US military vehicles of all shapes and sizes. Once again, these are dry transfers, with the option of wet application if you really prefer.

The last two releases that we are examining are "Photo-Realistic Human Eyeball" decals. Six different sizes are provided in each set, totalling enough eyeballs for 84 figures. Various shades of green, blue and brown eyes are offered. Set AR99003A features deep, vibrant colours, while AR99003B has the same colours, but in muted shades.

Unlike the previous releases, these decals are waterslide. In fact, the instructions suggest adding some white glue to the water to assist adhesion on the curved eyeballs.

You will need to paint the whites of the eyes first, then apply the fully circular eyeballs. The excess will need to be either trimmed or (preferably and more easily) painted over.

These eyeballs are a rather unique approach to one of the most challenging aspects of figure modelling. Archer's eyeballs should be suitable for any scale from 54mm to 1/4 scale.

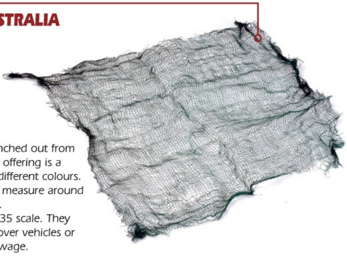
All Recommended.

Thanks to Archer Fine Transfers for the samples www.archertransfers.com

Brett Green

CREATIVE MODELS AUSTRALIA

CAMOUFLAGE NETTING
CMA-001 – GREEN
CMA-003 – TAN
CMA-004 – FIELD GREY
CMA-005 – GERMAN GREY
CMA-006 – WHITE
CMA-007 – KHAKI
CMA-009 – BEIGE



Creative Models Australia has branched out from retail into accessories. Their debut offering is a series of camouflage nets in nine different colours. These are material mesh nets that measure around 25cm x 20cm when stretched out.

The nets appear most suited to 1:35 scale. They will be able to be used stretched over vehicles or encampments, or rolled up as stowage.

The wide variety of colours means that you won't have to worry about dying the material for specific jobs.

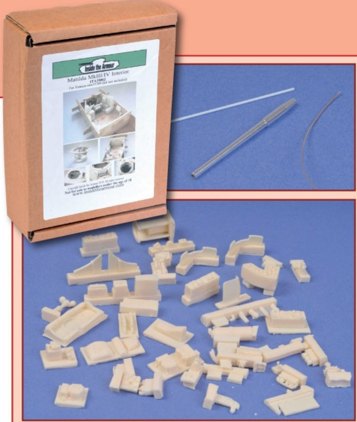
Creative Models Australia's new range of camouflage nets will be versatile and useful for modellers of 1:35 scale military models.

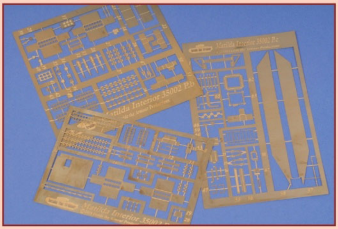
Recommended.

Thanks to Creative Models Australia for the samples www.creativemodels.com.au

Brett Green

CREATIVE MODELS AUSTRALIA
CAMOUFLAGE NETTING—GERMAN GREY
CAMOUFLAGE NETTING—BEIGE
CAMOUFLAGE NETTING—TAN
CAMOUFLAGE NETTING—KHAKI
CAMOUFLAGE NETTING—WHITE
CAMOUFLAGE NETTING—FIELD GREY





INSIDE THE ARMOUR

1:35 SCALE MATILDA MK.III/IV INTERIOR
ITEM NO. ITA35002

Inside the Armour is a new aftermarket company specialising in 1:35 scale resin and photo-etched interior sets for AFV kits. Their first handful of subjects cover British and Commonwealth subjects, and the first to cross our desk is a comprehensive turret and fighting compartment for Tamiya's new Matilda kit in 1:35 scale.

Inside the stout cardboard box are packed over 50 resin pieces plus around 200 photoetched parts. A turned metal 2 pdr gun barrel with its own separate photo-etched fret of detail parts, plus a length of wire and plastic strip complete the multimedia elements of the kit.

The major structural features including the lower hull interior walls (front side and rear), seats, stowage and much more are delivered in cream coloured resin. Casting quality is excellent. Most of the casting blocks look to be pretty straightforward, but some parts are cast onto blocks that run the full length of the base of the parts. Some extra time and care, along with a good quality razor saw, will be helpful for preparing these parts before assembly.

Three large frets of photo-etched parts fill out the interior with more stowage, detail parts and chains.

A resin No. 19 radio set is provided, along with its characteristic metal cage in photo-etch.

A mini-disk is also part of the package. This includes walkaround images courtesy of Chris "Toadman" Hughes, and presumably contains the instructions as well, as these are not provided in the box in paper format. My only complaint about the whole set is that, as a Mac user, I cannot load the mini-disk (due to the size of the disk, not the format), and therefore cannot access either the instructions or the walkaround photos.

Otherwise, this is a well-presented debut offering that will add an impressive amount of detail to the interior of your Tamiya Matilda. I will look forward to seeing what Inside the Armour come up with next!

Recommended.

Inside the Armour products are available online from their website www.insidethearmour.com

Brett Green

ARE YOU FAST OR SLOW?

Drum roll please ...just ask my wife! Boom boom!.

Seriously though, I see a lot of modellers hell bent on breaking all possible speed limits on their builds. I know of one modeller that quoted me times on how long it has taken him to build the running gear or paint a model. I have to ask to what end is all this speed for? Is it a race? If you do it more quickly that anybody else does that somehow make your better?

I can, for example see someone who is given a kit to build for a publishing deadline, or indeed a commission piece moving quickly but, for most part, what's the rush?

There are some modellers who of course base their builds on "first on the block" principle, and take great pride in being the first at their local club meeting with a fully finished "new kit" but seriously, are they doing themselves any favours? The longer one waits the more enjoyable a build may become. If you delay a build a little you can take advantage of all the aftermarket items that may appear after the kit is released.

There is a down side to slow building and that is, it can (and often does) take too long. I seem to run out of steam after about two months of building and after that point the build and indeed the model becomes tedious. I know some builders that have taken years on one piece. But that is an extreme example. There are those snippy remarks you often hear like, "it should be good it took him (fill in the blank)" or "if he only took a little more time". Sometimes it seems like whatever you do, you are going to get criticized for it.

Building is supposed to be a fun pastime. It shapes and defines who we are (brother is that deep or what!). But, seriously, this hobby of ours is all about fun and the satisfaction we gain from it. The really great thing about 1:48 scale is it can be a lot quicker than, say, a 1:35 scale build and I know a lot of you have come down from 1:35 scale.

Our interview this month is one such example. Dave Hall was a burnt out 1:35 scale armour guy and he has found a new found enthusiasm for the hobby as a result of switching scales. I encourage all of you to scout out these disillusioned modellers and ask them to give 1:48 scale a go. It really is fun and some would say there is a lot less elitism than other scales.

It is funny - we 1:48 scale guys call each other brothers and in a sense we are. I like the brotherhood that can be, and often is, displayed on the club level and indeed online. The thing that is most encouraging about the scale is it is open and more like a club. Which begs the question "Why don't we see more female modellers?" This and other really deep questions will be asked in future editions of this column.

Until next time

Luke Pitt

ITALERI

AUTOBLINDA AB 43 KIT NUMBER #6603

The AB 43 is a variation of the AB 41, which has been reviewed previously. This is a pretty good kit with the only real flaw being that it is a little hard to put together. However, with care it can be made into a very fine model.

The chassis is separate and moulded in white metal with more detail than you might expect. The tyres are moulded in a soft vinyl and are very well detailed, depicting the latter tread pattern. The turret also is new and is very well done.

I must also mention the very well detailed box top illustration. I do feel that box art is important and it sets the mood for an oncoming build.

The kit comes with 3 marking choices, the first being post-war Italian example while the other two are German in the later stages of the war.

In summary, there is a lot to like about this kit and it is most welcome addition to Italeri's line up of 1:48 vehicles.

Recommended

Autoblinda AB 43
No 6603
1:48
decals for
metal chassis frame
Brand New Toolings
ITALERI
special scale edition
1:48

MMI 1:48 Scale Q&A - Dave Hall

Dave Hall is employed as a Correctional Systems Officer for the Federal Bureau of Prisons in Ashland Kentucky with 20 years of service under his belt. Prior to that, he served in the United States Army as an armour crewman on the M1 Abrams both in Germany and at Fort Knox as an instructor.

He is 45 years old and has been modelling since the age of about eleven. He built 1:35 scale for most of his life, but about four or five years ago he started developing Advanced Modellers Syndrome. He tells me nothing seemed to be getting completed and everything that he built just didn't seem quite good enough to him. He went to his local hobby shop, hoping to be inspired, as he was desperately searching for something to pull him back into the hobby.

He saw the 1:48 scale Tamiya Jagdpanther and thought that it might be a good departure from the norm, since that time, he hasn't built anything in any other scale. He loves that the footprint in his display shelf was smaller, the cost was better, detail wasn't compromised by a simpler parts breakdown, and that they built much faster, which in turn, was getting kits off the storage shelf and on to his display shelf. To Dave it was modelling salvation, and most importantly, it was fun again.

Dave recently won gold at the AMPS completion for this 1:48 scale models and is a good reference point for us all, as he is now having fun building again, and that's what it's all about.

THE INTERVIEW

Luke: Hi David. Good to have you with us. What would you consider to be your best 1:48 scale model and why?

Dave: ***I would consider my best 1:48 scale model to be my Tamiya Jagdpanther. I did do some extra work to it with aftermarket items like Friul tracks, Hauler engine deck screens, and correcting some features to truly make it a Late Jagdpanther. Most of it was done with "old school" methods like plastic strip, and copper wire and so it was very satisfying to me. I feel as if I have done better work since then, both technically and in the finishing process, but it was the one that led the way to all the others, and actually kept me in the hobby.***

Luke: Well, I for one am very glad you stayed in the hobby Dave. What would you consider the most influential 1:48 model you have seen in print and why?

Dave: ***Thanks for the kind words Luke The most influential 1:48 scale model that I have seen in print was probably Michael Rinaldi's Stug III B. It showed what could be done in the scale with some detailing and by using interesting painting techniques. It was also nice to see a prolific builder in 1:35 scale "dipping their toes" in to the 1:48 scale pond. Very inspirational work.***

Luke: Yeah, Mike's work is always a treat to see. Tell me Dave, If you had to pick one kit that should be made in 1:48 what would that be?

Dave: ***This is a really tough question Luke! Although I don't build modern armour, I think a T-55 would be a good choice to possibly attract modellers who appreciate that genre. With that being a very grown up response to your question, on a completely selfish level, I would love to see the Matilda. She's an absolute beauty I think.***

Luke: Yes the T-55 this choice is coming up all the time. I know Gasoline is now making a T-62 now but still a T-55 would really be great. Thanks for your time Dave and well done with the AMPS awards. Is there anything else you would like to add?

Dave: ***Thanks Luke. My hope for this interview is that it may cause some of those guys who were in my shoes to maybe consider this scale as it is really a fun and a whole lot quicker than 1:35, and were not getting any younger, so time is important!***

Luke: Amen to that brother!

Luke Pitt hosts MMI's examination of the growing world of 1:48 scale military models, figures and accessories.

News

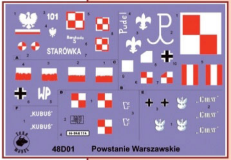
HAULER

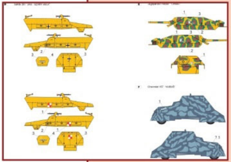
Hauler has released a few new sets and a complete kit these are:

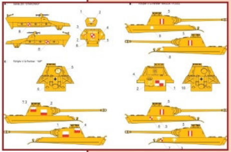
- HLX48301 HMMWVE (Hummer) aggressive pattern wheels - resin wheels for Tamiya kit
- HLS48010 TATRA T805 - a full construction kit of Czech modern post war military truck

ADALBERTUS

A few new items have been released from this manufacturer that include a famer and a cow (which I kind of like). The second release is a number of decal sheets:







48D01 - Warsaw's Uprising 1944 - Insurgent armoured vehicles 1:48 decals

A - Sd.Kfz 251 Ausf.D 'Starowka', Old Town District, Warsaw, August 1944

B - Pz.Kpfw V Ausf.G 'Magda' vel 'Pudel', Armoured Platoon 'Zoska' Battalion, Wola District, August 1944

C - Pz.Kpfw V Ausf.G 'WP', Armoured Platoon 'Zoska' Battalion, Wola District, August 1944

D - Sd.Kfz 251 Ausf.D 'Szary Wilk', Powisle District, August - September 1944

E - Jagdpanzer Hetzer 'Chwat', City-centre area, August - September 1944

F - Improvised armoured car 'Kubus', Powisle District, August - September 1944

**48D02 - Polish Shermans in Italy - 2nd Polish Corps, 1945
1:48 decals for Tamiya kits**

A - 'Bekas' Sherman IC 'Firefly', 1st Squadron, Krechowiecki Lancers Regiment Loreto, Italy 1945

B - 'Cassino' Sherman I, HQ Squadron, Carpathian Lancers Regiment Loreto, Italy 1945

C - 'Debe Wielkie' Sherman II, 1st Squadron, Carpathian Lancers Regiment Loreto, Italy 1945

D - 'Wola' Sherman IC 'Firefly', 1st Squadron, 6th 'Children of Lwow' Armoured Regiment Loreto, Italy 1945

E - 'Koziatyn' Sherman I, 1st Squadron, Carpathian Lancers Regiment Loreto, Italy 1945

F - 'Trzyniec' Sherman IC 'Firefly', 1st Squadron, 4th 'Skorpion' Armoured Regiment Loreto, Italy 1945

All painting patterns based on original photos taken from books 'Od Acromy do Zwyciezcy' by Andrzej Antoni Kaminski

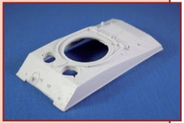
TOTAL WAR MINIATURES

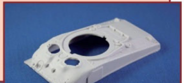
This manufacture seems to have hit its stride with this release and they are a set of US Marines and from the photographs look very nice.

KENGI

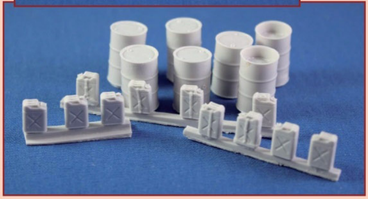
Ken has contacted me with news of this next release. At this stage I'm not a liberty to discuss it but think of a very fast AFV, that is one of my favourites and to be honest I am champing at the bit for its release.

TANK WORKSHOP



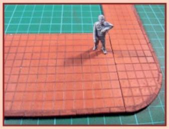


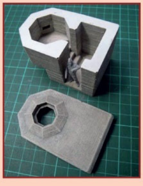
Jay has contacted me in regard to the release of a complete new line of 1:48 scale items this new line will be called Tank Workshop 48. The line consists of 21 items. Most are Sherman hulls and turrets but there are a few other items. The masters for these 21 items came from the the Iron Division masters that he acquired from Bruce Culver and they were mastered by Bob Batdorf.
More information will be available on the Tabk Workshop website www.tankworkshop.com



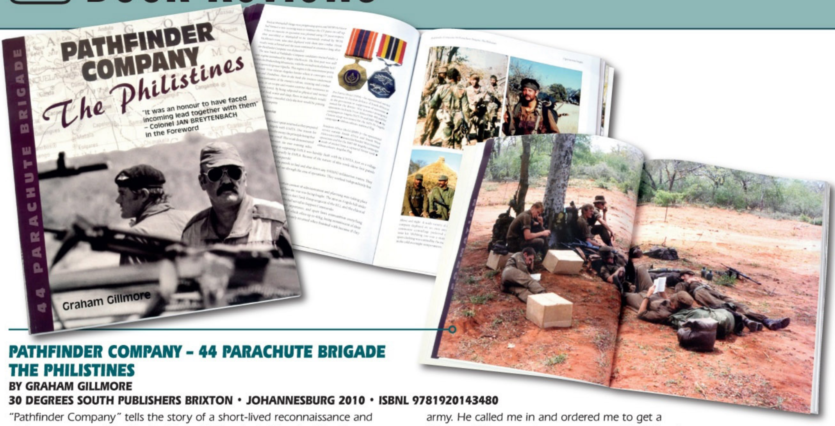
DELUGETE.ES

This Spanish manufacture has four new releases and these include:
48307 - Staircase, and
48309 - Sidewalk
48202 - "Tobruk" Bunker
48506 - Wooden Boxes
More information is available on their website Delugete.es





Book Reviews


PATHFINDER COMPANY
The Philistines
"It was an honour to have faced incoming lead together with them" – Colonel JAN BREYTENBACH in the Foreword
44 PARACHUTE BRIGADE
Graham Gillmore

PATHFINDER COMPANY – 44 PARACHUTE BRIGADE THE PHILISTINES

BY GRAHAM GILLMORE

30 DEGREES SOUTH PUBLISHERS BRIXTON • JOHANNESBURG 2010 • ISBNL 9781920143480

"Pathfinder Company" tells the story of a short-lived reconnaissance and raiding company of the South African 44 Parachute Brigade. The Company was formed in April 1980, by Colonel Jan Breytenbach, the founder of the South African Special Forces and 32 Battalion and was disbanded in 1982.

In the introduction to the book Colonel Breytenbach writes, "the airborne battalion attack on Cassinga in May 1978 showed the need for pathfinders to mark drop zones (DZs) and help form paratroopers back into their tactical formations on the DZ. I therefore visualised that all future airborne assault be preceded by the deployment of pathfinder teams... In addition, I wanted teams on the ground, virtually on a permanent basis and right inside the guerrilla base area, to locate juicy targets for airborne assaults...

It followed therefore that the pathfinder company essentially had to be a PF (Regular Army) organisation. It would take far too long to train pathfinders to even think of using National Servicemen (NSM) for this task. ... Because these men had to be regulars (PF) it presented me with problems I could not readily solve since 44 Parachute Brigade was, essentially a CF (reserve) formation. Part-time soldiering for pathfinders could not even be contemplated and creating a regular force within a reserve force would be like turning water into wine. Fortunately, Chief of the Army, [Lt] General [Constant] Viljoen, inadvertently came to my rescue. A hostage situation in a bank in Pretoria suddenly materialised, which called for the police to deploy their special anti-hostage squad. which they did rather successfully. For some reason General Viljoen decided that we, too, should have our own anti-hostage squad in the army. He called me in and ordered me to get a PF one off the ground as soon as possible. This, of course, was duplicating an already existing capability [the Special Forces] but I held my tongue because I suddenly was presented with the required gap to start recruiting for my pathfinder company."

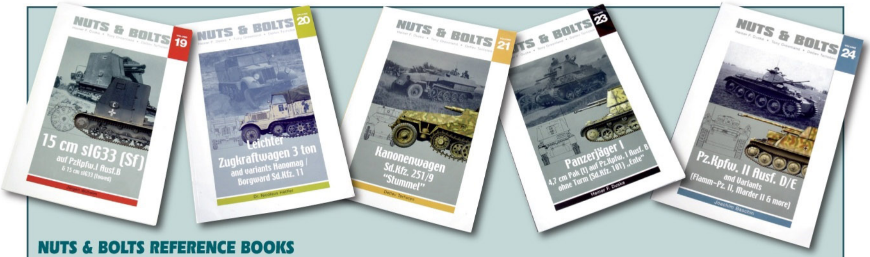
The book goes on to describe in detail the recruiting and training of the company, the many operations it undertook and its final days. The Pathfinder Company was made up of veterans from Rhodesia, UK, Australia and even the US and it was this composition and its success that brought about its downfall within the Afrikaner dominated South African Defence Force of the 1980s. If you are a fan of cut down, gunned up four-wheel drive Special Forces Vehicles this book is for you. This book contains many colour and black and white photographs of some of the best looking gunned up Landrovers, Landcruisers and Unimogs that I have ever seen. There are many photos of other SADF vehicles and of the men of the Pathfinders in training and on operations making it a great reference source for Modellers and Figure Painters.

The author, Graham Gillmore, served in the company as a signaller. He has done a great job recording the history of this little known but highly effective Special Forces Unit.

Highly Recommended.

Available from 30 Degrees South Publishers www.30degreessouth.co.za

Stuart Ransley


NUTS & BOLTS 19
15 cm sIG33 (Sf) auf PzKpfw.I Ausf.B & 15 cm sIG33 (towed)
NUTS & BOLTS 20
Leichter Zugkraftwagen 3 ton and variants Hanomag / Borgward Sd.Kfz. 11
Dr. Nicolaus Hettler
NUTS & BOLTS 21
Kanonenwagen Sd.Kfz. 251/9 "Stummel"
Detlev Terlisten
NUTS & BOLTS 23
Panzerjäger I 4,7 cm Pak (t) auf Pz.Kpfw. I Ausf. B ohne Turm (Sd.Kfz. 101) „Ente"
Heiner F. Duske
NUTS & BOLTS 24
Pz.Kpfw. II Ausf. D/E and Variants (Flamm-Pz. II, Marder II & more)
Joachim Baschin

NUTS & BOLTS REFERENCE BOOKS

If you are a modeller, there is no doubt that your work will be enhanced by reliable and detailed references. Nuts and Bolts is a well-established publisher of reference books on German military vehicles.

Their books are presented in A4 format on high quality glossy paper between soft covers. The text is delivered in both English and German, each occupying one column on every page. Captions are also bi-lingual. The text generally covers history, development, production and technical details, deployment and operational duties of the subject vehicle, plus a discussion of camouflage and markings.

Nuts and Bolts titles also include attractive colour profiles and museum walkaround photos. These are ideal for modellers looking for reference and inspiration.

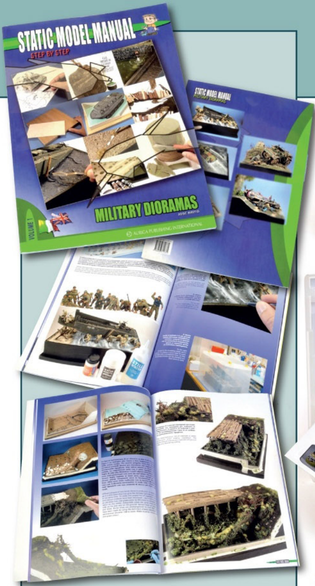
There is also usually a modelling section by master modeller Tony Greenland. Some of the recent subjects covered by the Nuts and Bolts team include the Sd.Kfz. 251/9 "Stummel", Panzer II Ausf. D/E and their variants (including Marder II and Flammpanzer II), Panzerjager I, sIG 33 and Sd.Kfz. 11.

If you are looking for a one-stop reference for a specific German vehicle, check out Nuts and Bolts' impressive catalogue.

Highly Recommended.

Nuts and Bolts books are available online from specialist bookstores and from their website www.nuts-bolts.de

Brett Green



STATIC MODEL MANUAL, STEP BY STEP MILITARY DIORAMAS

BY JOSE BRITO

AURIGA PUBLISHING INTERNATIONAL
ISBN 88-88711-33-1

This is a new book and the first by the very talented modeller, Jose Brito, who has regularly graced the very pages of this magazine.

The book comes in soft cover A4 format. The glossy pages are filled with many colour pictures. It covers step-by-step techniques in diorama building, covering subjects as follows:

- Before Getting Started,
- Planning,
- Placing Elements,
- Materials,
- Terrains,
- Vegetation,
- Water,
- Snow,
- Mud,
- Conclusion

and finally a nice gallery to finish it off .

There are many photos, and these are very clear and easy to understand from the start to finish, resulting in very impressive diorama bases. The text is in two languages, being Spanish and English. This is well written and also easy to understand in its step-by-step format.

The gallery at the end is very nice and pretty much shows the bases shown in the book completed in full and look stunning.

This is an excellent "how to" book that I beieve should grace the bookshelves of all those who are into dioramas. The level of detail that Jose achieves in his work really does amaze me.

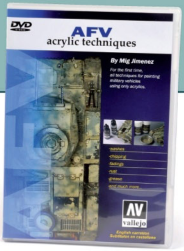
This is an excellent book and I look forward to further titles in the future.

Highly Recommended.

Thanks to Auriga Publishing International for the sample

www.aurigapublishing.it/index_en.asp

Andrew Judson



AFV acrylic techniques
By Mig Jimenez
vallejo
www.acrylicosvallejo.com

AFV ACRYLIC TECHNIQUES DVD

BY MIG JIMENEZ

PRODUCED BY VALLEJO

We are all familiar with Mig Jimenez and we are all familiar with Vallejo. This DVD brings both of these modelling household names together to deliver what I feel is one of the best "how to" DVDs that I have seen.

The DVD presents a step-by-step narration of painting an AFV in acrylic paints and products all manufactured by Vallejo - no more using harsh solvents, and a lot more user friendly.

The sample kit used for the whole way through is the Tasca 1/24 scale Panzer II, and if you have this kit, you could build along with Mig and have a pretty impressive model at the end.

The DVD has several chapters:

- Base Colour,
- Pin Washes,
- Chipping,
- Fading & Rust,
- Dust and Dry Mud,
- Tracks, Oils,
- Tools and Details,
- Remember,
- The Panzer II.

The final two chapters, Remember, sums up all the products used to build the kit and Panzer II is some live footage of a restored vehicle on display at a show.

The narration is clear and easy to follow, and the film work is of a very high standard and easy to watch. Watching Mig at work is an absolute treat and he makes it all look so easy. In saying that I have tried a couple of the techniques and they work very well.

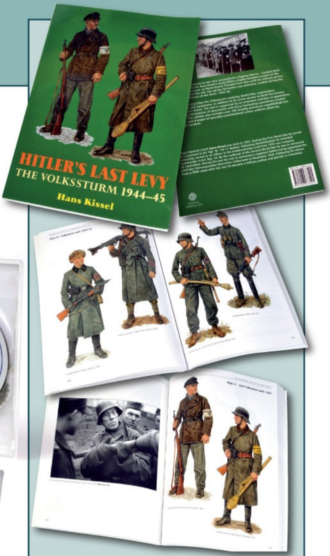
After watching this, the end result with the Tasca kit is absolutly fantastic, and makes you want to start building your next project, just to try out all these techniques.

This is a fantastic DVD and well worth having, and did I mention that the soundtrack is pretty cool too? Great stuff.

Highly Recommended.

Thanks to Vallejo for the sample www.acrylicosvallejo.com/gb/index.html

Andrew Judson



HITLER'S LAST LEVY. THE VOLKSTURM 1944-45

BY HANS KISSEL

PUBLISHED BY HELION AND COMPANY LIMITED
ISBN 978-1-906033-54-5

Considering the ongoing fascination with the final months of the Third Reich, it is perhaps surprising that the bookshelves in this area are still fairly sparsely populated.

Hans Kissel's new title from Helion and Company, "Hitler's Last Levy. The Volksturm 1944-45", will help redress this shortage of reference.

This book presents the compelling story of the Volksturm – the German version of the Home Guard – during the turbulent final year of the Second World War in Europe. Recruiting from the old, the young and those unfit for military service, the Volksturm saw extensive combat during the desperate defence of the Reich on both the shrinking Western and Eastern Fronts from the end of 1944 until May 1945.

The book comprises 218 pages between glossy covers. In my opinion, the real value of this title to modellers are the 160 black and white photos of the Volksturm in training, preparing defences and in action. Four full pages of attractive colour plates will also offer inspiration to figure modellers. Eight figures are depicted by illustrator Stephen Andrew.

The Author describes the Volksturm's training, leadership, organization, armament and equipment; in addition to service on all fronts until the fall of Berlin.

The main body text is supplemented by nearly 80 pages of Appendices. These include translations of original instructions, orders and directives, and first-hand combat reports.

"Hitler's Last Levy. The Volksturm 1944-45" is a valuable reference source on this last-ditch German combat organization, and will suggest some interesting possibilities to modellers of late-war German figures, vignettes and dioramas.

Recommended.

Thanks to Casemate UK for the sample www.casematepublishing.co.uk

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SAS Jeep in North Africa

Tobias Gibson's reference article accompanied by a 1:35 scale conversion by TMMI's Marcus Nicholls.

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Ukranian modern armour in 1:35 scale by Jim Wechsler.

Cherbourg Continued

Justo Mira continues to describe his superb handiwork for this impressive small-scale diorama.

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...and much more!

Due to many influencing factors, we cannot guarantee the appearance of the above projects, but we'll try our best!

Working on the Railroad

Matt Welhouser returns with his 1:35 scale Tamiya Panther in a diorama setting.

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The Last Post...

NEW EXHIBITION APPEAL SUPPORTED BY ROCK LEGENDS STATUS QUO

Fender guitars signed by the legendary rock group Status Quo will be auctioned to help the Tank Museum tell the story of Royal Armoured Corps combat experiences in Afghanistan.

A NEW EXHIBITION FOR 2011
BATTLEGROUP AFGHANISTAN
[The Armoured Soldiers' story
Appeal 2010/11
PEARL
41

Michael Bolton (Tank Museum's Fundraising Manager) with Rick Parfitt and Francis Rossi launch the Battlegroup Afghanistan Appeal.

Rockers Rick Parfitt and Francis Rossi donated two signed guitars that will be auctioned off at a later date to raise funds for the "Battlegroup Afghanistan – The armoured soldiers story" exhibition which is set to launch in spring 2011.

The new exhibition will use first hand accounts from soldiers fresh from the front line to tell the story of the Royal Armoured Corps (RAC), combat experiences in Afghanistan.

The Tank Museum Curator David Willey said; "The Royal Armoured Corps have been engaged in some of the fiercest fighting since World War Two in combating the insurgency. The nature of the fighting has seen the operational role of the RAC change dramatically."

"Circumstances have led to the introduction of a range of new armoured vehicles, but the RAC now has an equally important `dismounted` role," he added. "Today's Armoured Corps soldier is now required to have the flexibility to fight on foot and in armour."

This sees RAC battle groups taking their turn making foot patrols from Forward Operating Bases – often in intense heat and under constant threat from ambush and IED's.

Since February 2010, The Tank Museum has been interviewing RAC soldiers from a number of regiments who have returned from Afghanistan. Many have told of the tension of patrols and intermittent combat, the privations of living and fighting in hostile country. Some have been injured, others have lost close friends. All have families and friends who wait anxiously for news and their safe return.

"It's been a fascinating and often moving experience for our team, and what comes across from those who have returned is the determination to succeed out there – despite the personal losses they have suffered." David said.

"We intend to tell the soldier's story in his own words, with uncompromising honesty and grit and this will be supported by a range of new vehicles used on operations out there today. The stories are so powerful that we owe it them to get their side of the story across so that we at home can understand these men."

Status Quo were at The Tank Museum to film a music video for a new version of their single, "In the Army Now" that will be released 26th September with profits going to the British Forces Foundation and Help for Heroes.

Status Quo said; "This exhibition is essential to help the public better understand the amazing work that the British Army undertake and the living conditions they endure on a daily basis. Earlier this year, we were lucky enough to be involved in a project for Help for Heroes, so when The Tank Museum asked us to donate a couple of guitars, we were more than happy to help. Battlegroup Afghanistan must go ahead so we can let our soldiers tell their story. "

All money raised by The Tank Museum from the auction of the signed Fender guitars will go towards the Battlegroup Afghanistan appeal.

For more information about the Battlegroup Afghanistan Appeal 2010, click www.tankmuseum.org

Michael Bolton accepts a signed guitar from the band, that will be auctioned to raise funds for the appeal.
Rock Legends Status Quo kicked off The Tank Museums latest fundraising appeal when they visited the Dorset attraction.

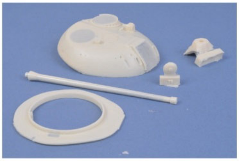
SQUADRON SCALEQUEST XIX VIDEOS

I have posted a video from my June visit to Squadron's ScaleQuest model show on HyperScale. Check out HyperScale's What's New archive page entry for 30 June by typing in this web address http://hyperscale.com/whatsarchive_2010_1.htm

TAMIYA 1:35 R/C PANTHER AND T-34 VIDEOS ON YOUTUBE

Tamiya has uploaded a new video to their YouTube Channel showng off the functions of their new 1/35 Scale 2.4GHz R/C Tanks (Item 48209 Panther Type G and Item 48210 T-34-85).

You can find this video, along with many others, on Tamiya's YouTube either directly by typing in this link http://www.youtube.com/user/TAMIYAINC#p/c/3EC25BC5A99C0C15 , or by clicking on the YouTube icon on Tamiya's English language home page.



ERRATA ISSUE 52 – AIREDALE CASTINGS T-54 TURRET CONVERSION

I must apologise for a few errors in the T-54 Model 49m turret reviewed in last issue of Model Military International. The review mistakenly referred to the master model maker as Andy King, but it was in fact mastered by Andy Taylor.

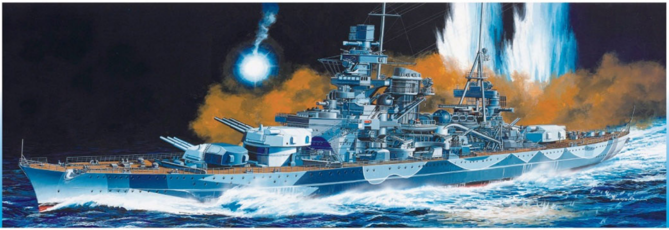
The review also stated at one point that the turret was for a T-64, whereas it is actually a T-54.

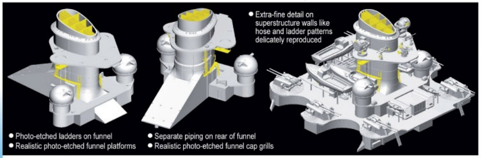
Airedale Castings products are available directly from their website www.airedalecastings.pwp.blueyonder.co.uk

1:350 Modern Sea Power Series

Smart Kit German Battleship Scharnhorst 1943

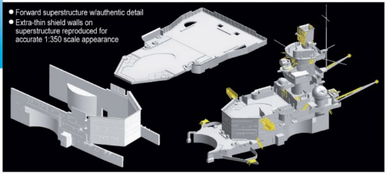
**"DRAGON, DRAGON, DRAGON"
The warship revolution is coming !**





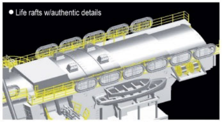
- Photo-etched ladders on funnel
- Realistic photo-etched funnel platforms
- Separate piping on rear of funnel
- Realistic photo-etched funnel cap grills
- Extra-fine detail on superstructure walls like hose and ladder patterns delicately reproduced

- Moveable searchlights include clear part w/fine details
- Signal lamp delicately rendered

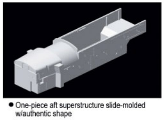


- Forward superstructure w/authentic detail
- Extra-thin shield walls on superstructure reproduced for accurate 1:350 scale appearance

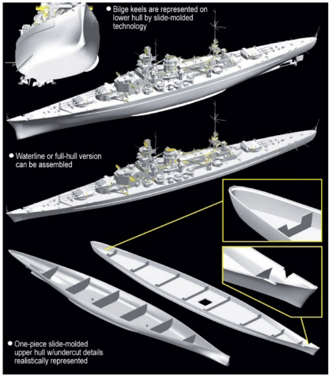
- 10.5cm twin anti-aircraft gun finely reproduced
- 2cm Flakvierling gun and 2cm naval Flak gun accurately produced w/photo-etched parts
- 3.7cm twin anti-aircraft gun w/fine details and photo-etched gunner seat



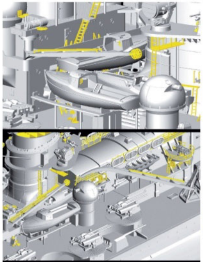
- Life rafts w/authentic details

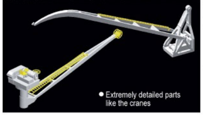


- One-piece aft superstructure slide-molded w/authentic shape

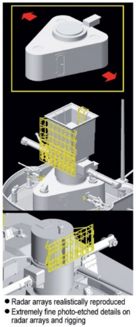


- Bilge keels are represented on lower hull by slide-molded technology
- Waterline or full-hull version can be assembled
- One-piece slide-molded upper hull w/undercut details realistically represented

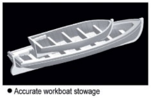




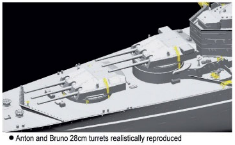
- Extremely detailed parts like the cranes



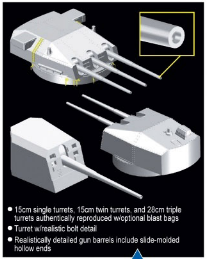
- Radar arrays realistically reproduced
- Extremely fine photo-etched details on radar arrays and rigging



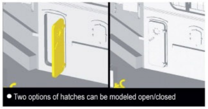
- Accurate workboat stowage



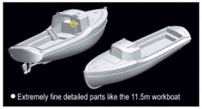
- Anton and Bruno 28cm turrets realistically reproduced



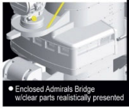
- 15cm single turrets, 15cm twin turrets, and 28cm triple turrets authentically reproduced w/optional blast bags
- Turret w/realistic bolt detail
- Realistically detailed gun barrels include slide-molded hollow ends



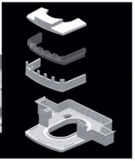
- Two options of hatches can be modeled open/closed

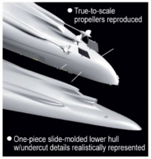


- Extremely fine detailed parts like the 11.5m workboat



- Enclosed Admirals Bridge w/clear parts realistically presented





- True-to-scale propellers reproduced
- One-piece slide-molded lower hull w/undercut details realistically represented

- Rudder can be easily assembled

- Rangefinders located fore and aft

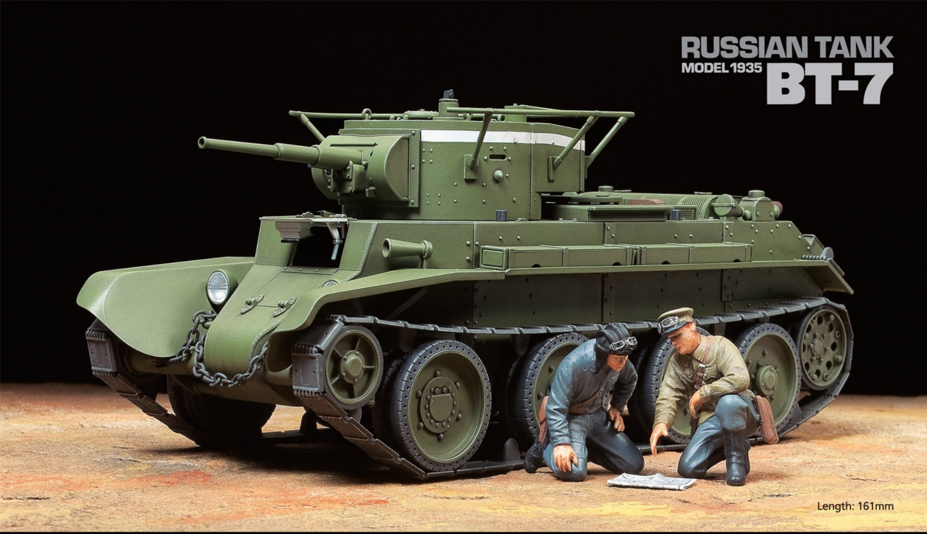
D1040

**Dragon Kits are distributed in the UK by The Hobby Company Limited, Knowlhill, Milton Keynes, MK5 8PG
See the full Dragon range at www.hobbyco.net
Dragon models are available from all good model shops**

DRAGON

THE HOBBY COMPANY LIMITED

RUSSIAN TANK
MODEL 1935 **BT-7**


Length: 161mm

THE NEED FOR SPEED

1/35 Scale Russian Tank BT-7 Model 1935

Item 35309

Using a prototype tank designed by American inventor John Walter Christie as a base, the Russian military developed their BT-series of fast tanks, which culminated in the BT-7 produced in 1935. Its unique features included sloped frontal armor, a coil spring suspension system with large diameter road wheels for high speed performance, and a 45mm main gun which made it more powerfully armed than other tanks of its day. Approximately 5,000 BT-7s of all variants were built, and they saw frontline action during the Battles of Khalkhin Gol, the invasions of Poland and Finland, and the defense against the German invasion in June 1941. Many of the tank's design principles, such as the emphasis on mobility, found their way into the famous T-34. Thus the BT-7 can be considered to be the starting point of Russia's development into a leading tank superpower.

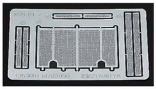
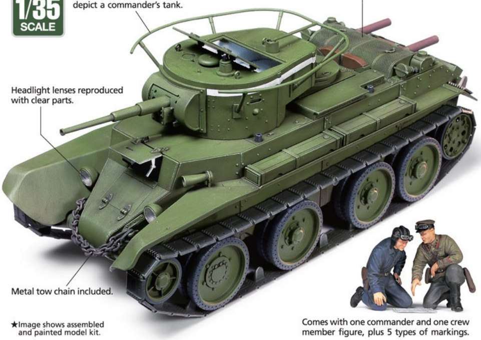


Photo-etched parts for engine cover and radiator grilles.

1/35 SCALE

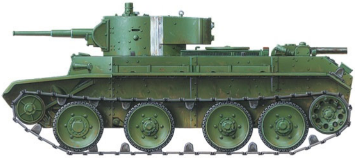

Antenna parts included to depict a commander's tank.

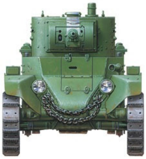
Headlight lenses reproduced with clear parts.

Metal tow chain included.

★Image shows assembled and painted model kit.

Comes with one commander and one crew member figure, plus 5 types of markings.





Research Conducted In Moscow

A BT-7 sits among the SU-152, KV-1, and other large tanks and vehicles on display at the Central Museum of Armed Forces. Tamiya's staff thoroughly studied this example in order to accurately reproduce the suspension and characteristic turret shape for the model.

Special Bonus

The kit's first production run will include this B5-sized full-color photographic reference.

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TAMIYA

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